



The role of science-based strategy in Norwegian Road safety success: from planning to implementation and evaluation

Guro Ranes

Director of Road Traffic Safety

Norwegian Public Roads Administration

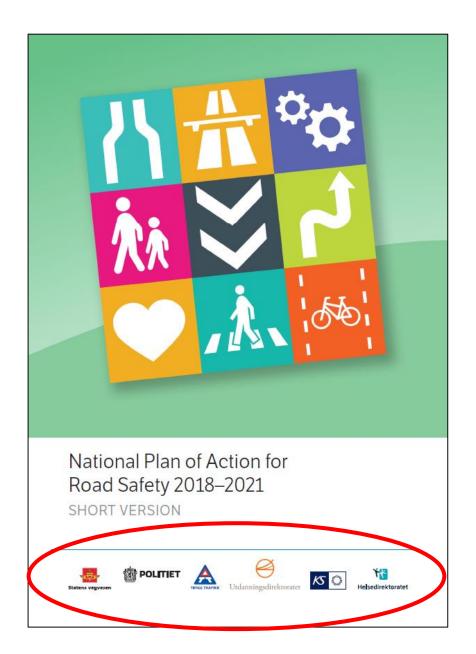
Key elements to succeed (1) - Commitment





Key elements to succeed (2) - Stakeholders

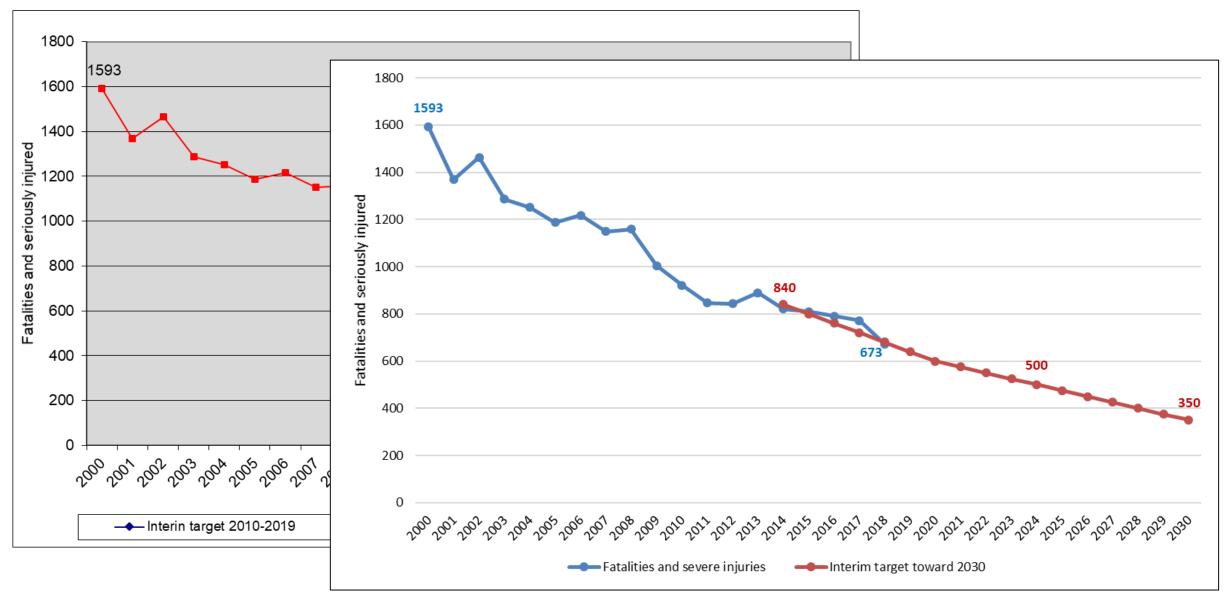




- Public Roads Administration
- Police
- Leading NGO on Road Safety
- Health Directorate
- Education Directorate
- 19 counties
- 7 biggest cities

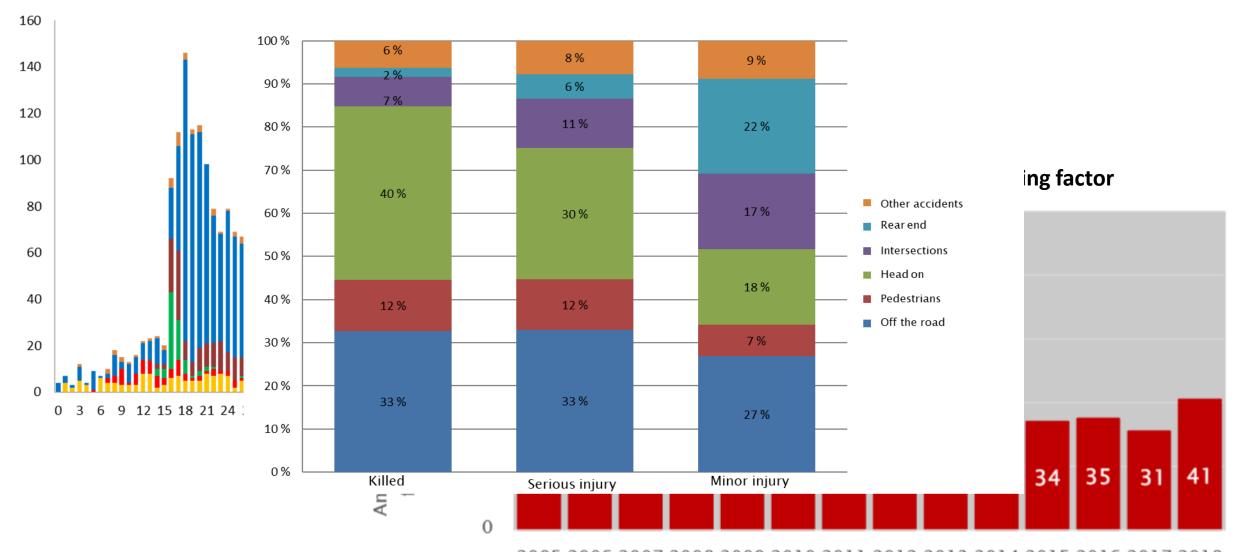
Key elements to succeed (3) — Interim targets





Key elements to succeed (4) — Choosing measures





Key elements to succeed (5) - Measures

Statens vegvesen Norwegian Public Roads Administration

Road users and risk behaviour









Roads and maintenance









Controls and motor vehicle









Other measures

- Safety in public and private companies
- ITS
- First aid and rescue service
- Research

Key elements to succeed (6) — Follow up and Evaluation



Key Performance Indi	cato	rs									St	atus 2	2017	T	arge	t 20
Seat belt																
Use of seat belt in lig	ht ve	hicle	s									97,2	%		98	8 %
Use of seat belt in he	avy v	/ehicl	es									84,3	%		95	5 %
Speed		100														
Speed limit complian	(%)	90			Ande	el (%)										
Young and elderly pe	sen	80			100,0							_	•	•	•	-•
The risk of being kill	gren	70			90,0	89,8										
The risk of being kill	arts				80,0	,-										J
Vehicles	overholder fartsgrensen	60			70,0									ø		
The risk of being kill	rholc	50										-	-			
Percentage of heavy	over	40	45,6		60,0						1					
roadworthiness test	шo		,.		50,0						52,8					
Percentage of motor	Andel kjøretøy som	30			40,0								_			
Automatic Emergenc	øret	20			30,0											
Roads	ķ	10			20.0							4				
Percentage of motor	nde	10			20,0							20				
km/h or higher on ro	A	0			10,0											
Percentage of the na			2006	2007	0,0	4	ıo	9	_	00	0	0	_		~	_
that meets the minin			2	7 7 6		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
to preventing serious		—	Regis	trert utvikli		Bill	neltebri	uk i lett	e biler							•
			Mål i	i tiltaksplan Bilbeltebruk i lette biler Bilbeltebruk i tunge kjøretøy												
					■ Mål for 2022 (bilbeltebruk i tunge kjøretøy) ■ Mål for 2018 (bakovervendt sikring av barn)											
						Må	I for 20	18 (bak	overve	endt sil	kring av	v barn)				



Trafikksikkerhetsutviklingen 2018

Oppfølging av Nasjonal tiltaksplan for trafikksikkerhet på veg









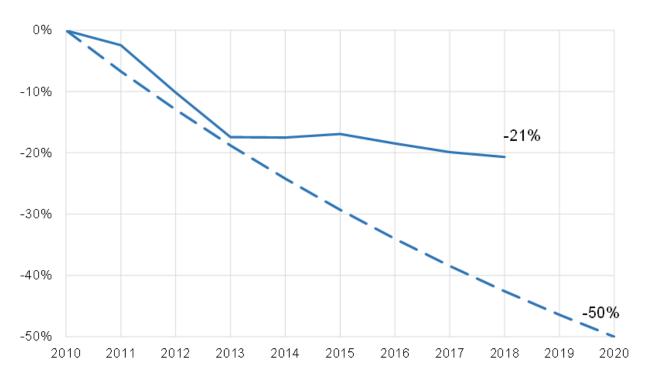




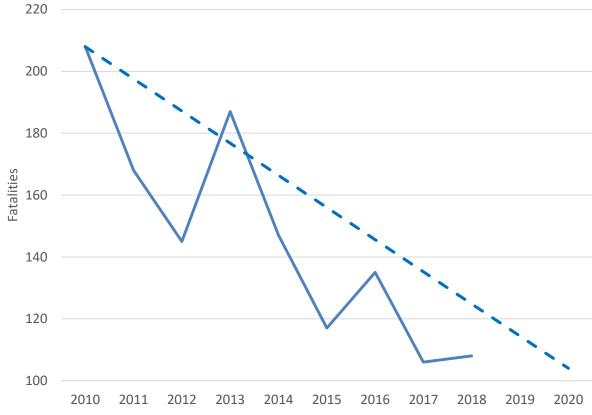
Reduction in fatalities



EU



Norway



Source: Statistical Central Bureau of Norway and ETSC

Systematic and science-based approach



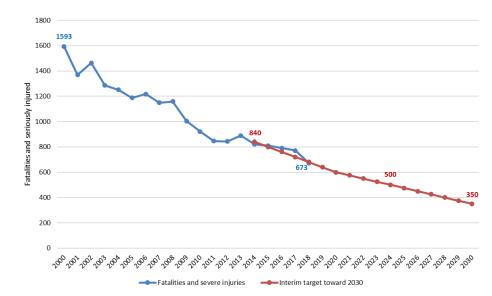
Vision Zero



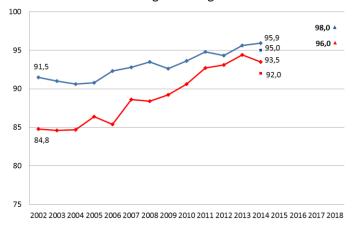
Key Performance Indicators

Key Performance Indicators	Status 2017	Target 2022
Seat belt		
Use of seat belt in light vehicles	97,2 %	98 %
Use of seat belt in heavy vehicles	84,3 %	95 %
Speed		
Speed limit compliance	59,9 %	70 %
Young and elderly people		
The risk of being killed or seriously injured for car drivers aged 18–19 year		-30 %
The risk of being killed or seriously injured for pedestrians aged 75+ year		-30 %
Vehicles		
The risk of being killed or seriously injured for motorcycle and moped drivers		-30 %
Percentage of heavy vehicles above 7500 kg approved at periodic roadworthiness test without any serious remarks	23,2 %	30 %
Percentage of motor vehicle traffic on national roads made by cars with Automatic Emergency Breaks (AEB)	14,4 %	25 %
Roads		
Percentage of motor vehicle traffic on national roads with speed limit of 70 km/h or higher on roads with median barriers	49,3 %	54,1 %
Percentage of the national road network with speed limit of 70 km/h or higher that meets the minimum requirements of the NTP 2018–2030 when it comes to preventing serious run-off-the-road accidents		1500 km by 2024

Interim Targets



Seat belt waring rate in light vehicles





Measures





