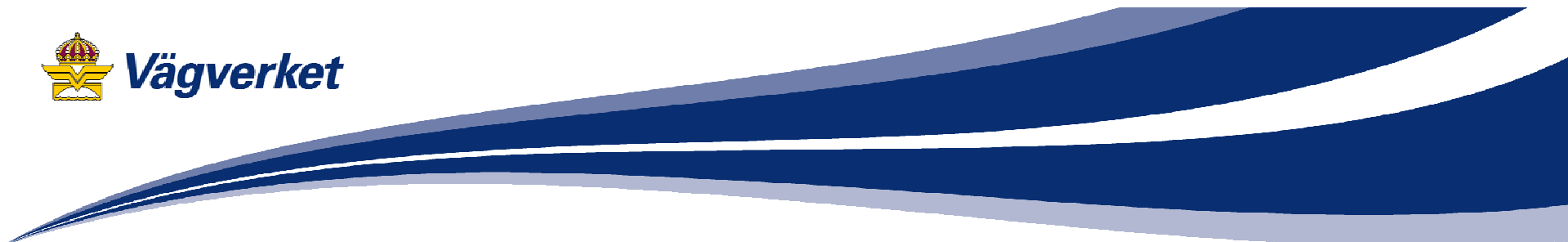


Setting and follow up the Swedish interim target for year 2020 - A progress towards Vision Zero

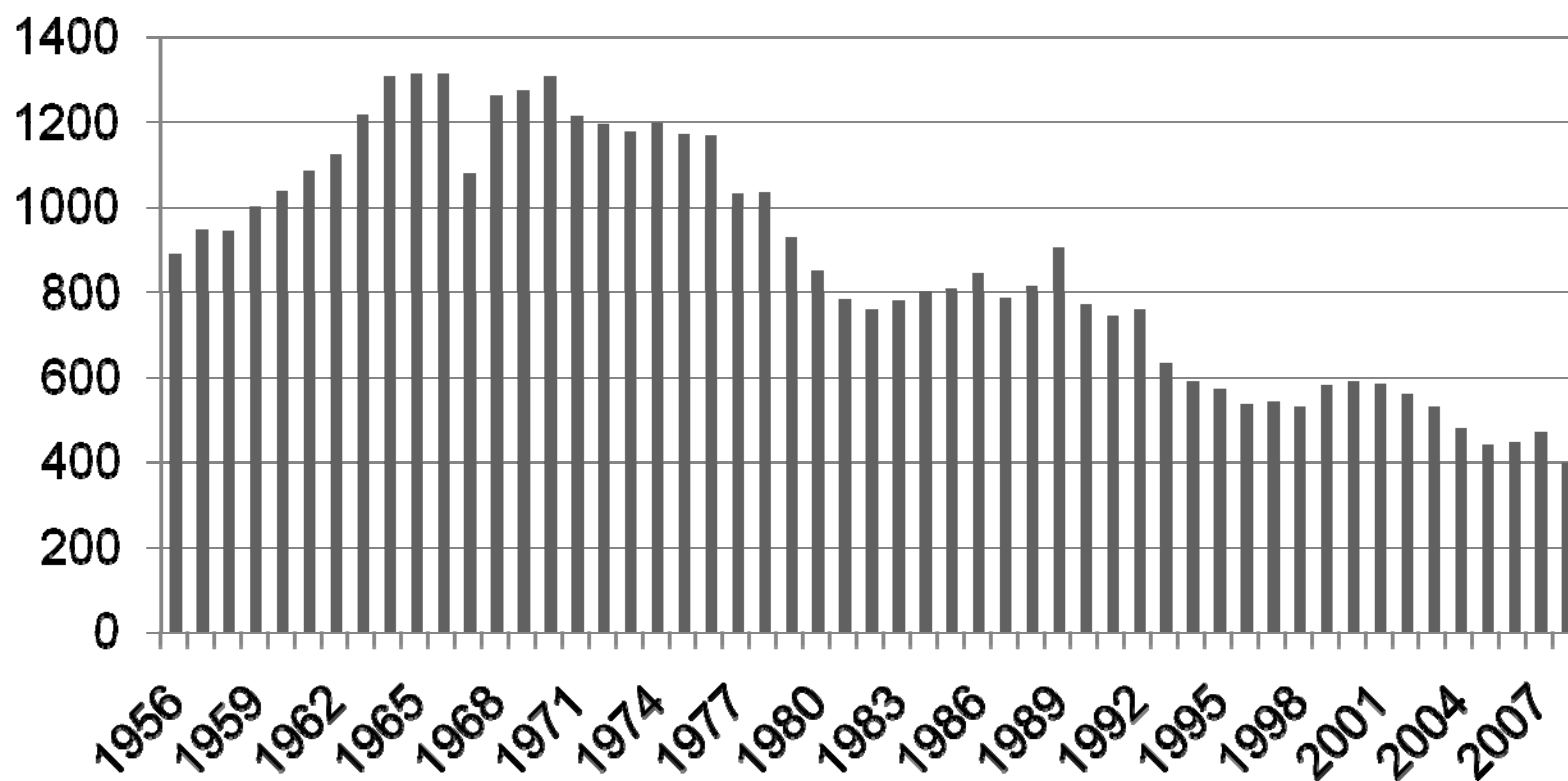
Ylva Berg, Swedish Road Administration

Stockholm, 27 November 2009

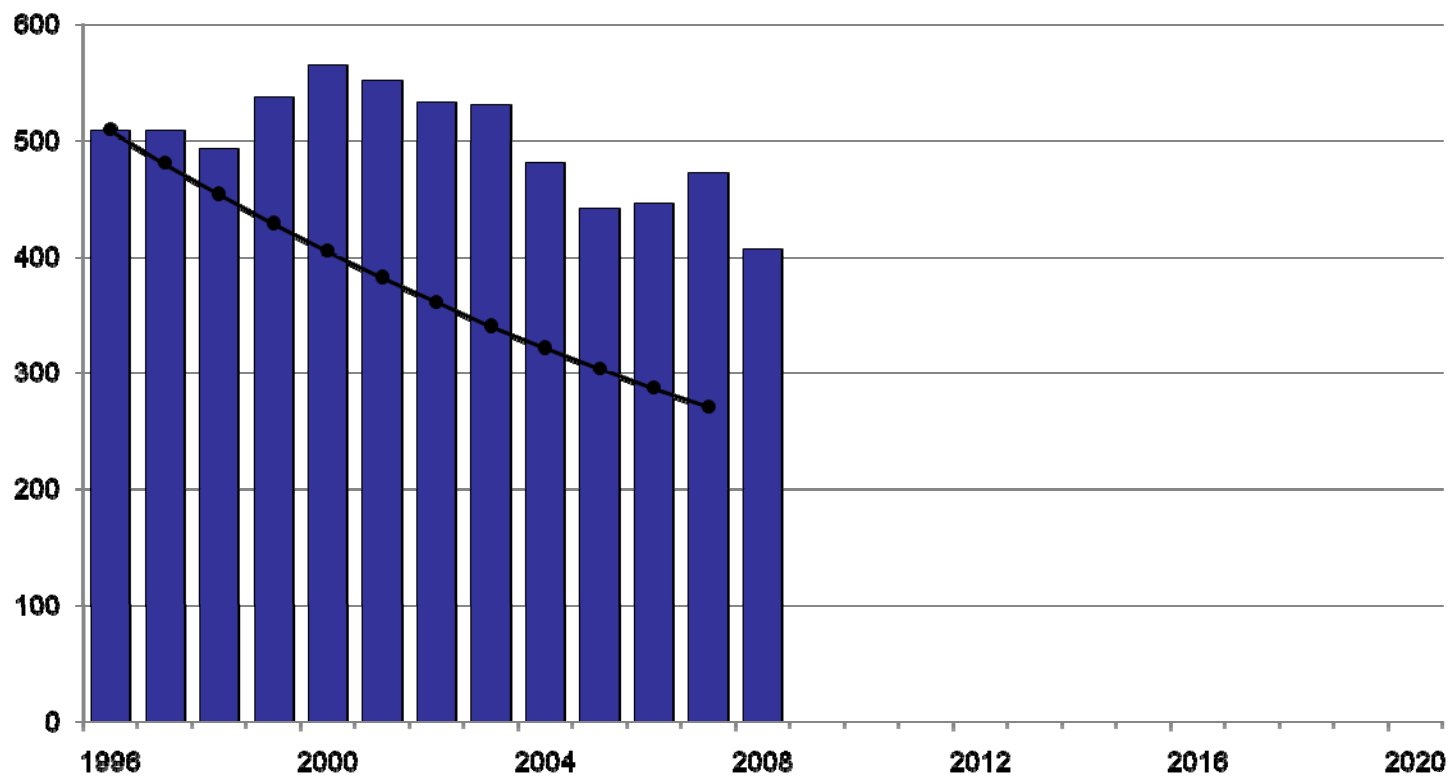




Killed in road traffic in Sweden 1956 - 2008



Failed interim target in 2007



Management by objectives

- Collaboration
- Follow up on Road Safety Performance Indicators
- Annual follow up



Cooperation at conception

The Swedish Road Administration
The National Police Board
Sweden's municipalities and county councils
Toyota Sweden AB
Folksam
The National Society for Road Safety
Ministry of Enterprise, Energy & Communications
Swedish Work Environment Authority
Swedish Taxi Association
The Swedish Bus & Coach Federation
Swedish Association of Road Haulage Companies



Obtaining numeric interim target

| <u>Indicator</u> | <u>Objective</u> | <u>Start</u> | <u>Effect</u> |
|------------------|------------------|--------------|---------------|
| Speed | 100 % | 43 % | 150 lives |
| Seat belt | 99-100 % | 96 % | 40 lives |
| Car safety | 100 % | | 40 lives |
| Rural roads | | Undefined | 50 lives |
| Urban roads | 100 % | Undefined | 30 lives |
| Drink-driving | 0 % | 0, 24 % | 50 lives |
| Bicycle helmet | 100 % | 25 % | 10 lives |

(TOI report 930/2007)



Obtaining numeric interim target (cont.)

| <u>Indicator</u> | <u>Objective</u> | <u>Start</u> | <u>Effect</u> |
|-------------------------------|------------------|--------------|--------------------|
| 1. Speed (state) | 80 % | 43 % | 88 lives |
| 2. Speed (municipal) | Increase by 86 % | Not defined | 29 lives |
| 3. Sober drivers | 99,9 % | 99, 76 % | 30 lives |
| 4. Seat belt | 99 % | 96 % | 40 lives |
| 5. Bicycle helmet | 70 % | 25 % | 10 lives |
| 6. Vehicles safety | 100 % | 60 % | 90 lives |
| 7. Heavy vehicles | 100 % | 0 % | 25 lives |
| 8. State roads | 75 % | 52 % | 62 lives |
| 9. Municipal streets | Not defined | 25 % | |
| 10. Municipal streets | Not defined | 50 % | 30 lives (9+10) |
| 11. Rescue | Not defined | Not defined | |
| 12. Rested drivers | 6 % | 12 % | |
| 13. Importance of road safety | | | 20 lives(11,12,13) |



Obtaining numeric interim target (cont.)

Reduction of number of fatalities at target fulfillment for all RSPI:s **-424**

Adjustment for double effects (factor 0,6) **- 254**

Fatalities 2005-2007, average **460**

Possible goal level year 2020 (460-254) **206**

Interim target by year 2020 **220**



Parliament decision in May 2009

- Interim target: reducing the number of fatalities in traffic by 50 % until year 2020. (Base year 2006-2008).

Corresponds to maximum 220 persons in 2020.

- Interim target: reducing the number of severely injured in traffic by 25 % until year 2020. (Base year 2006-2008).

Corresponds to app. Maximum 4 000 persons in 2020.



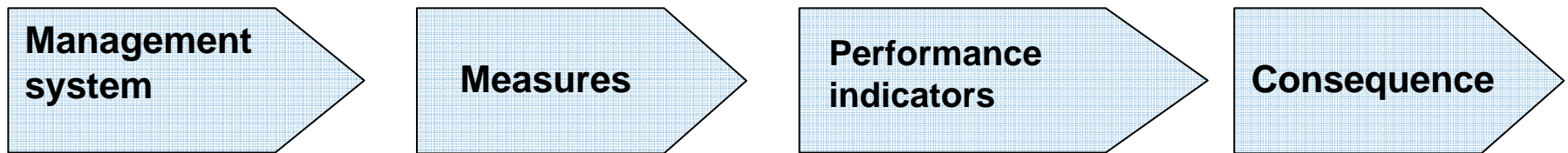
13 Indicators for Road Safety

1. Speed compliance – state roads
2. Speed compliance – municipal streets
3. Sober drivers
4. Seat belt use
5. Helmet use
6. Safe vehicles
7. Safe heavy vehicles
8. Safe state roads
9. Safe municipal streets – GCM passages
10. Safe municipal streets - junctions
11. Fast and adequate rescue
12. Rested drivers
13. Importance of road safety

Interim target follow-up



Systematic monitoring



Systematic monitoring

Stakeholder measurements

Interim targets

Management system

Measures

Performance indicators

Consequence



Plan for road safety measurements

- A document where all measurements are exactly defined
- Consists of 13 measurement areas, one for each indicator
- Every indicator has a "main measurement" serving as a synonym for the indicator
- Other measurements/ data collection are also made, in order to learn more about the indicator
- States where measurement development and further research is needed



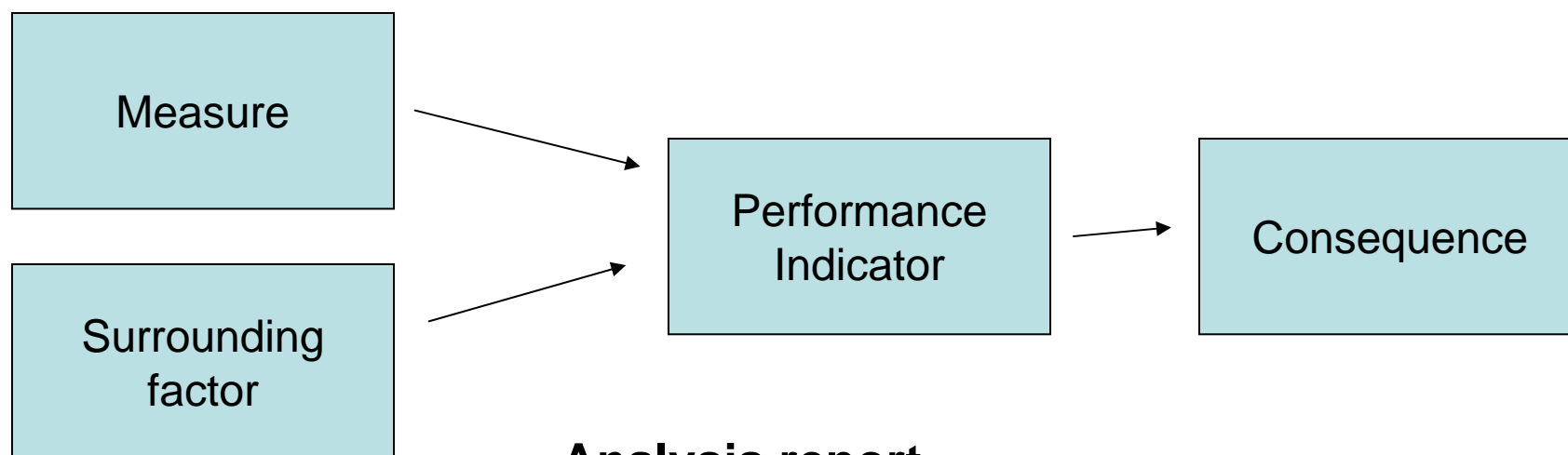
| Measure, definitions | Broken down for... | Measurement /data | Periodicity |
|--|---|----------------------------|---------------------|
| Speed compliance – state roads | | | |
| Share of traffic volume complying to speed limit on state roads (objective: 80%) | Total, cars, trucks, PTW:s | National statistical study | 2011, 2015 och 2020 |
| Mean speed on state roads | Total, cars, trucks, PTW:s | National statistical study | 2011, 2015 och 2020 |
| Change of speed on state roads | Total, trucks, PTW:s? | Index at 83 spots | Monthly |
| Share of fatal accidents on state roads where the vehicle were exceeding speed limit before accident | Total, all traffic modes with motor vehicle | In-depth studies | Every other month |



| Measure, definitions | Broken down for... | Measurement /data | Periodicity |
|--|--|------------------------------|-------------------|
| Seat belt usage | | | |
| Share of observed persons in vehicle using seat belt (Objective: 99 %) | Driver, passenger. Children, adults. Taxi, trucks. | Observation study by the VTI | Annually |
| Share of killed car drivers using seat belt at the time of the accident | | In-depth studies | Every other month |
| Share of seriously injured car drivers using seat belt at the time of the accident | | STRADA, hospital data | Annually? |



The analysis task



Analysis report

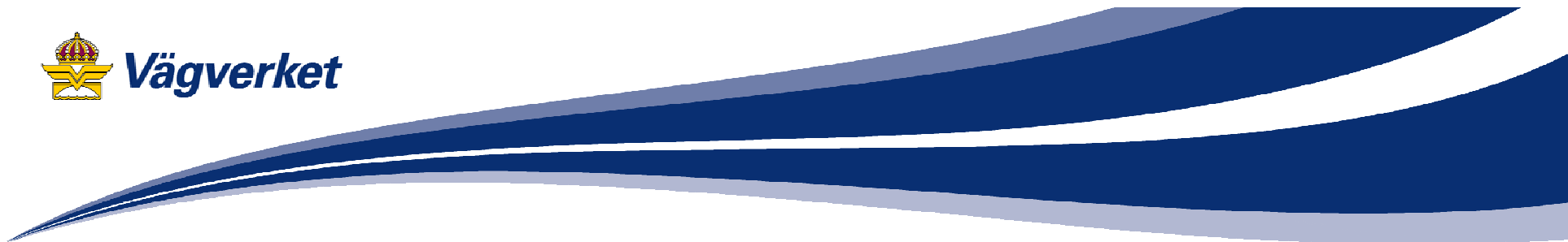
Swedish Road Administration

Swedish Transport Agency

The Swedish National Road and Transport Research Institute (VTI)

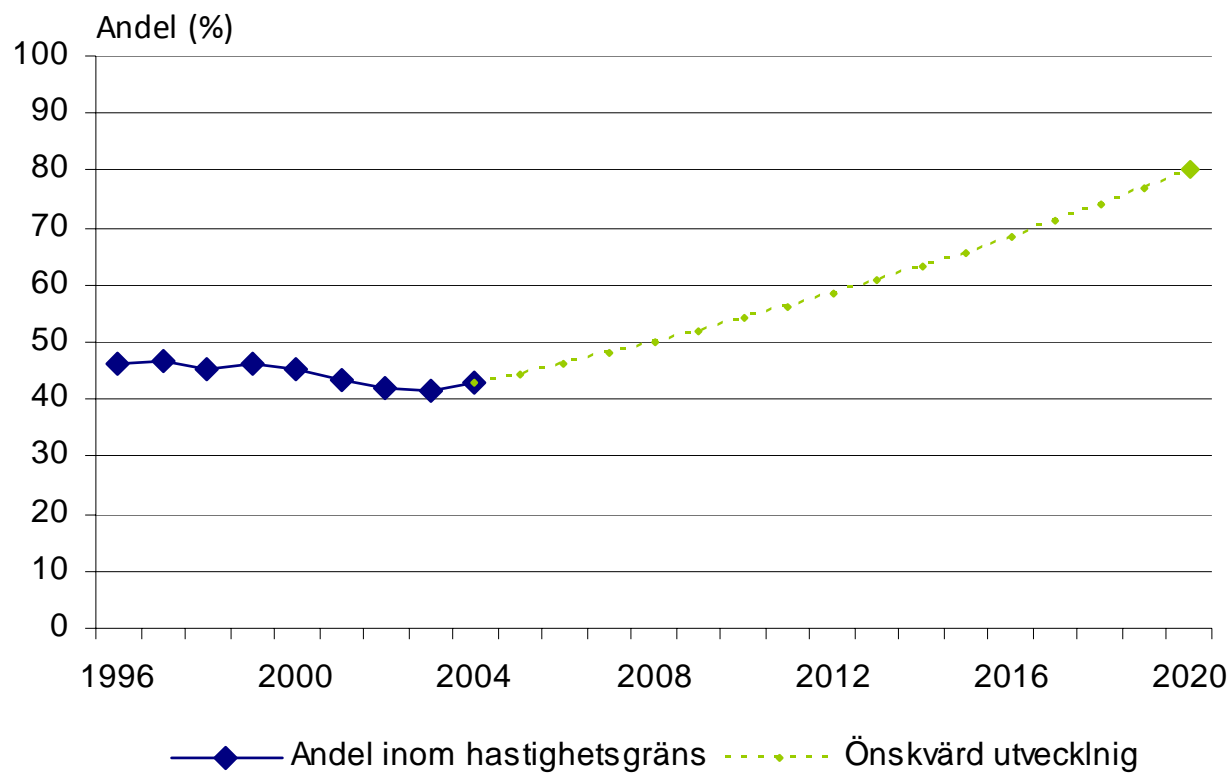
Swedish Institute for Transport and Communication Analysis (SIKA)





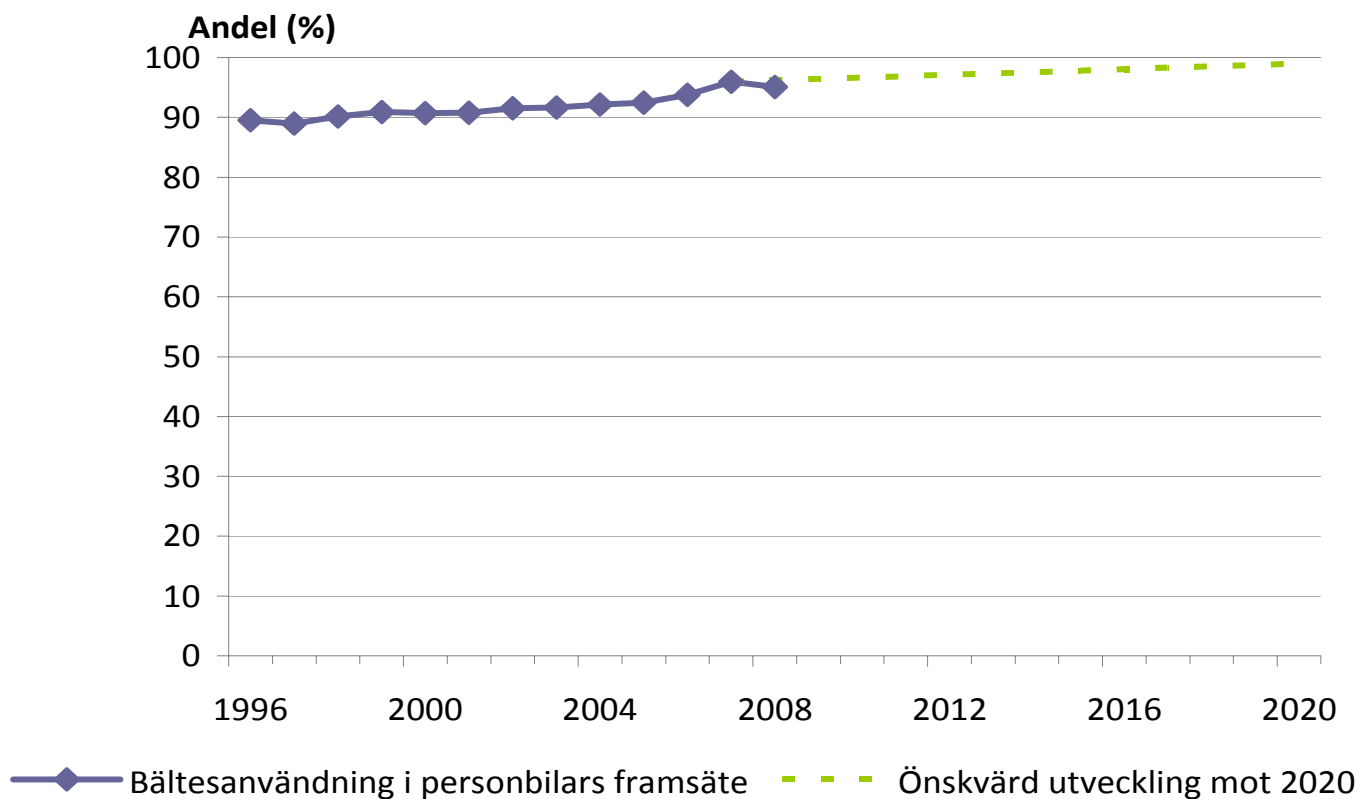
1-2 Speed compliance

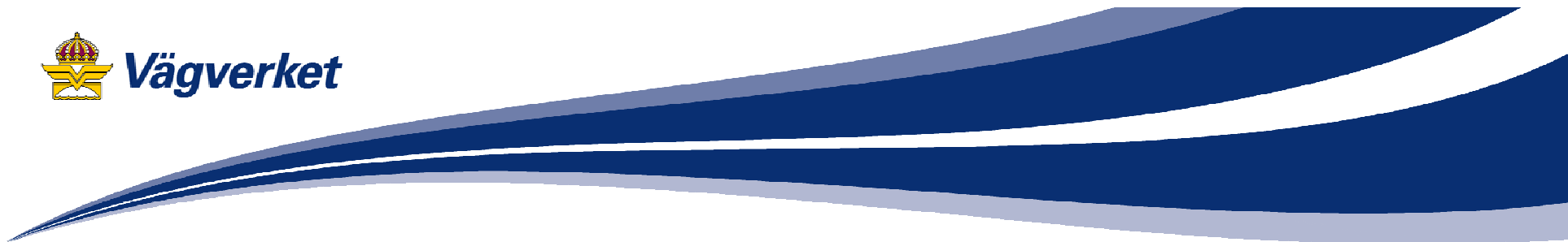
| | | | |
|--|--------------|-----------|-----------------------|
| Share of traffic volume complying limits | 2004 43 % | 2008 - | Objective -20 80 % |
|--|--------------|-----------|-----------------------|



4. Seat belt use

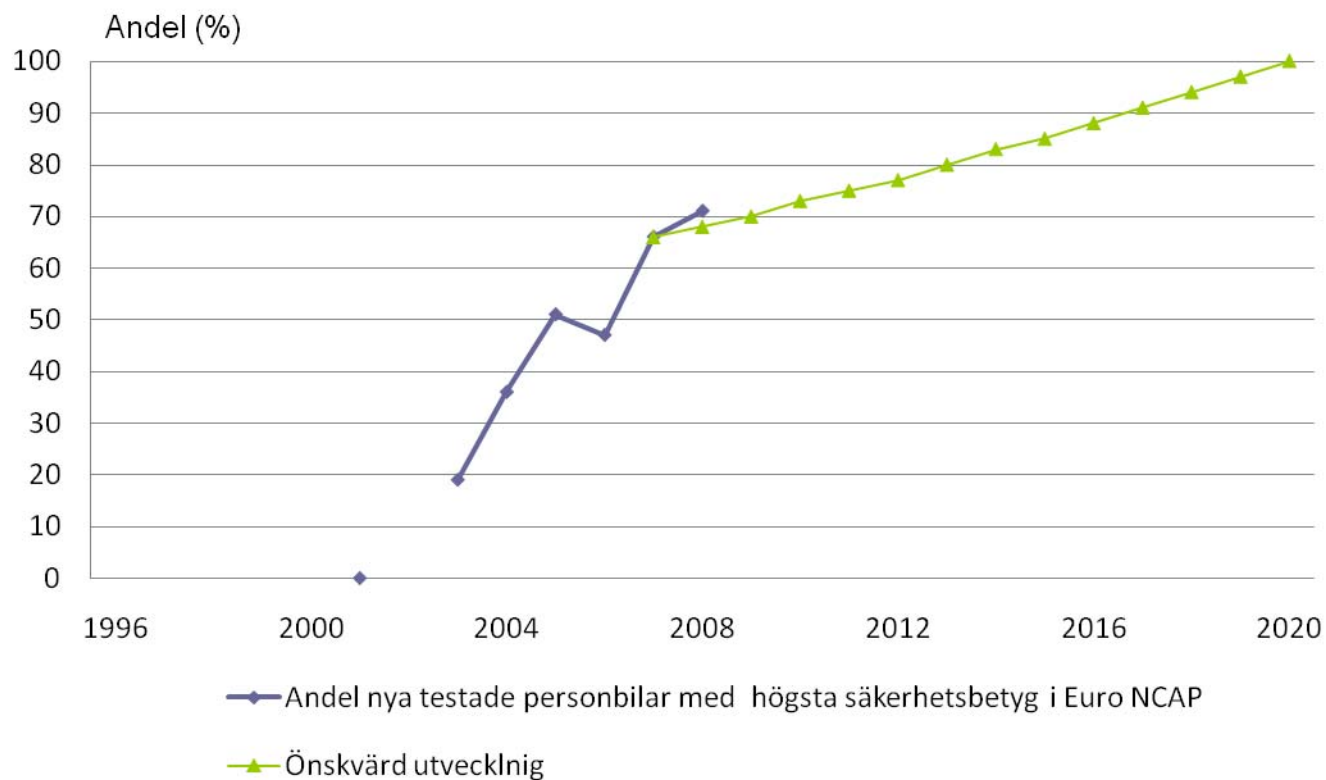
| | | | |
|---|------|------|----------------|
| | 2007 | 2008 | Objective 2020 |
| Seat belt use in front seat of passenger cars | 96 % | 95 % | 99 % |





6. Safe vehicles

| | 2007 | 2008 | Mål år 2020 |
|--|------|------|-------------|
| Share of passenger cars in new sales with the highest EuroNCAP score | 66% | 71% | 100% |



Annual Result conferences

- Presentation of Analysis report
- Presentation of stakeholder activities
- Interim targets may be revised and adjusted



International panel of experts

Chaired by Rune Elvik, Norway

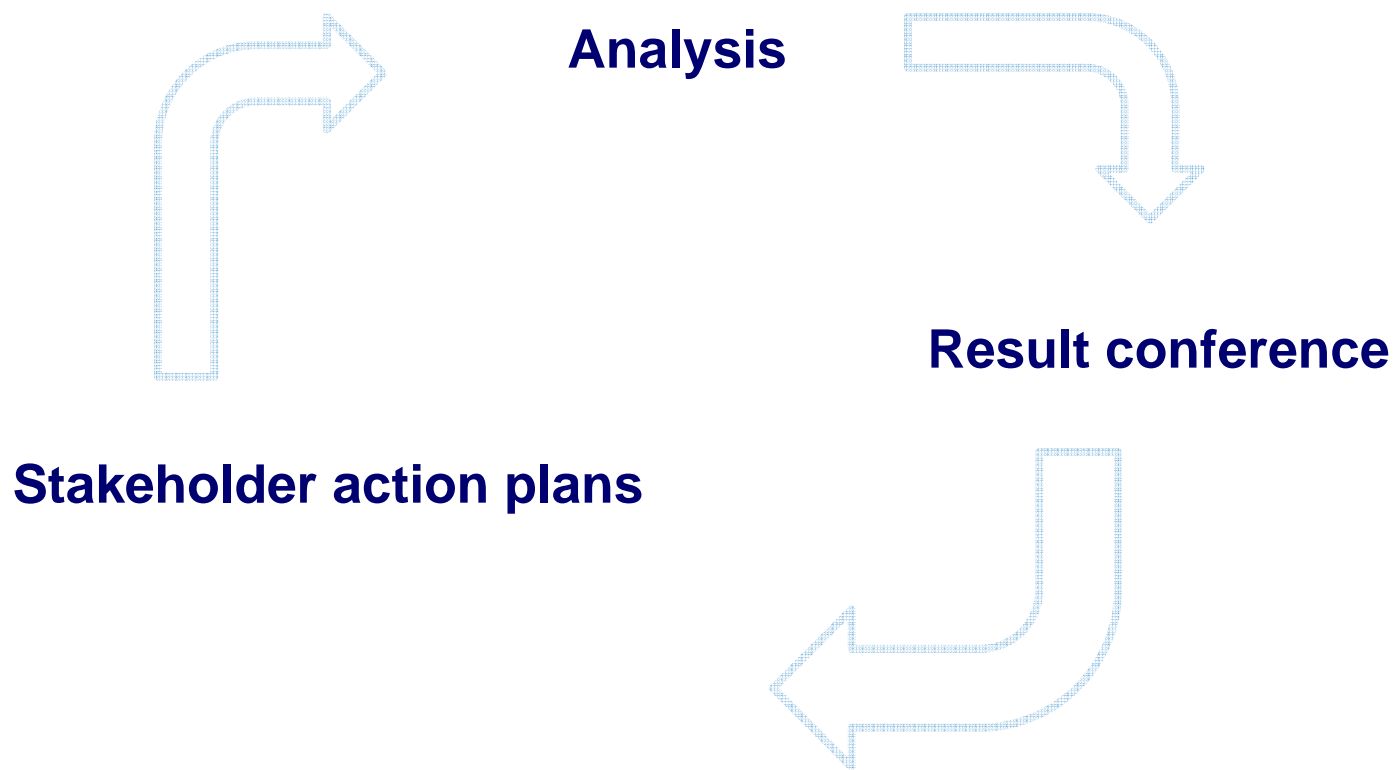
Matti Roine, Finland

Harry Lahrman, Denmark

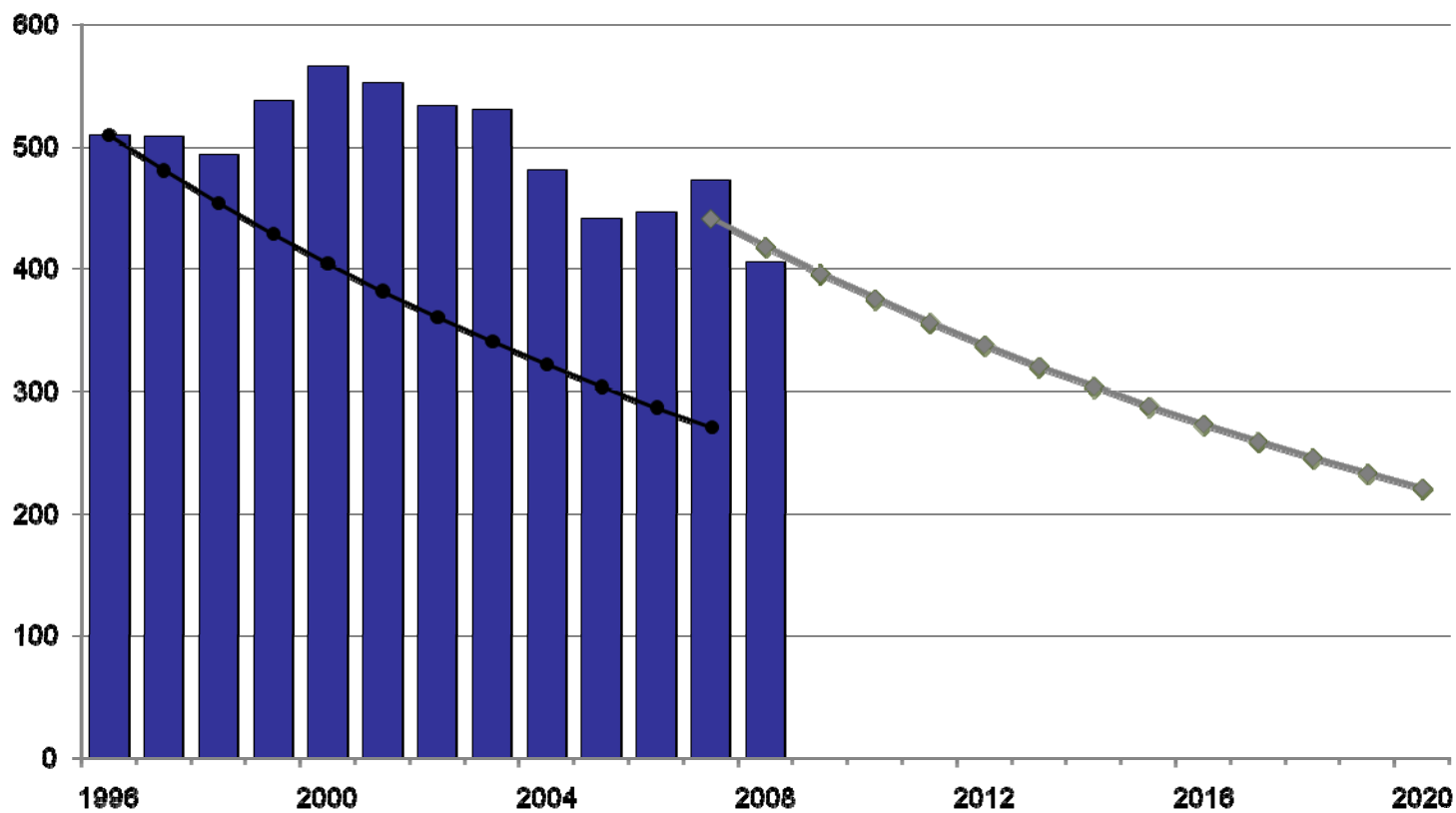
Jörg Beckmann, Germany



Systematic improvements



The challenge for 2020



FOR MORE INFO:

Ylva.berg@vv.se

Or web site:

<http://www.vv.se/Andra-sprak/English-engelska/Road-safety/>

