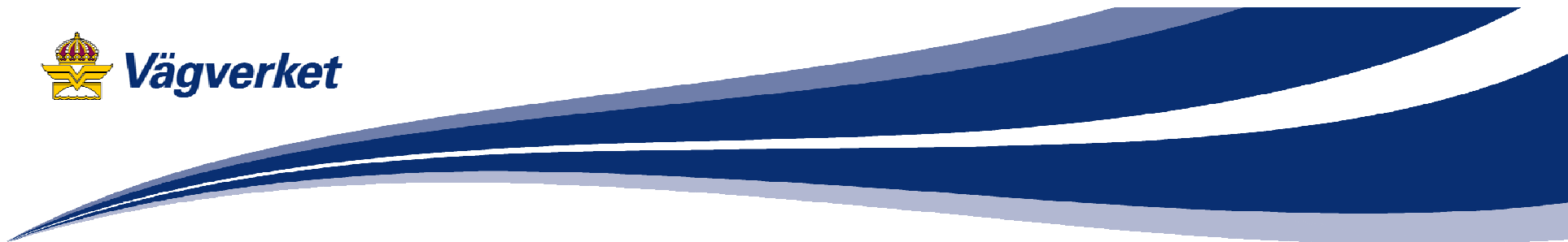


# Setting and follow up the Swedish interim target for year 2020 - A progress towards Vision Zero

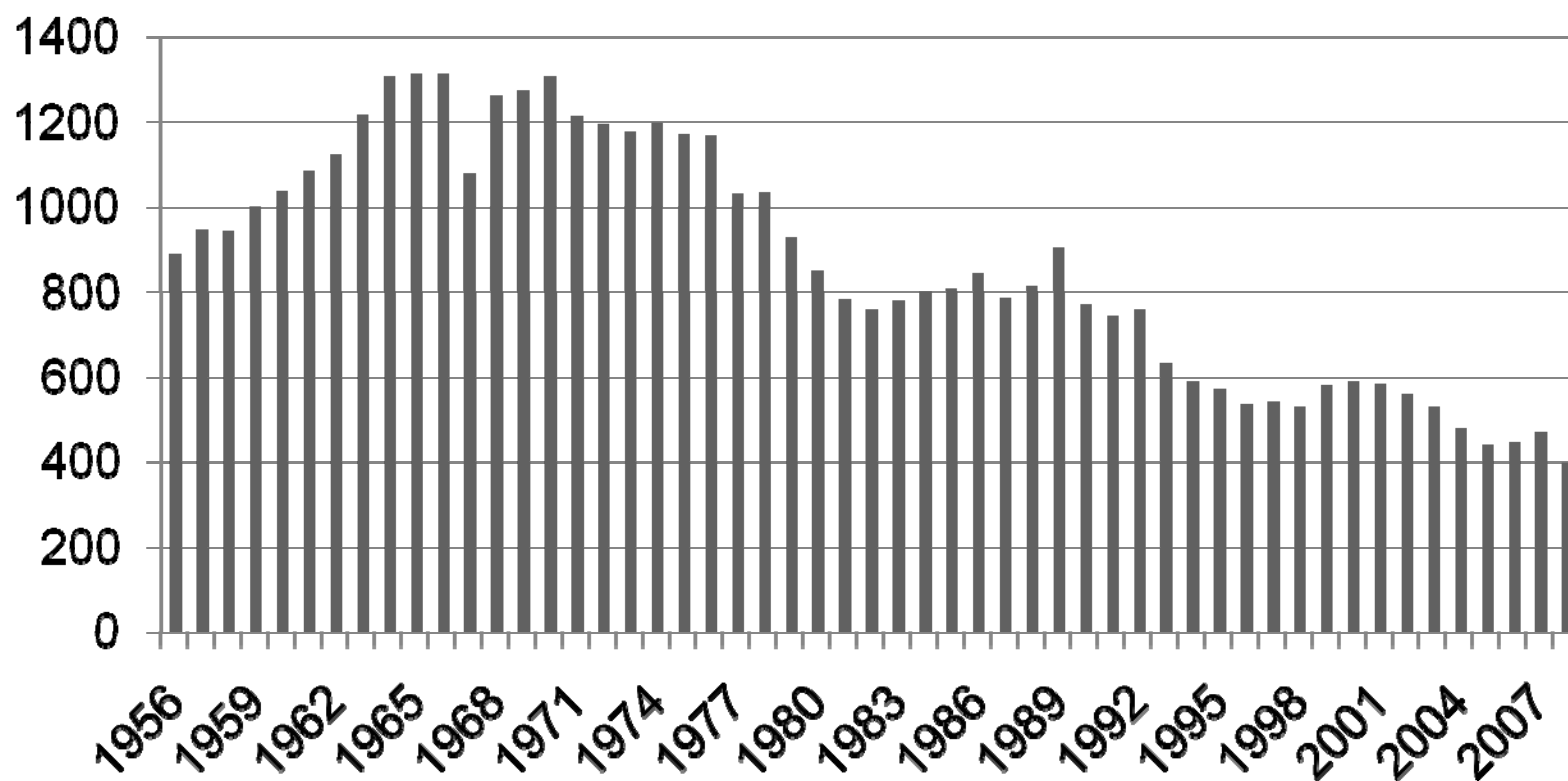
**Ylva Berg, Swedish Road Administration**

**Stockholm, 27 November 2009**

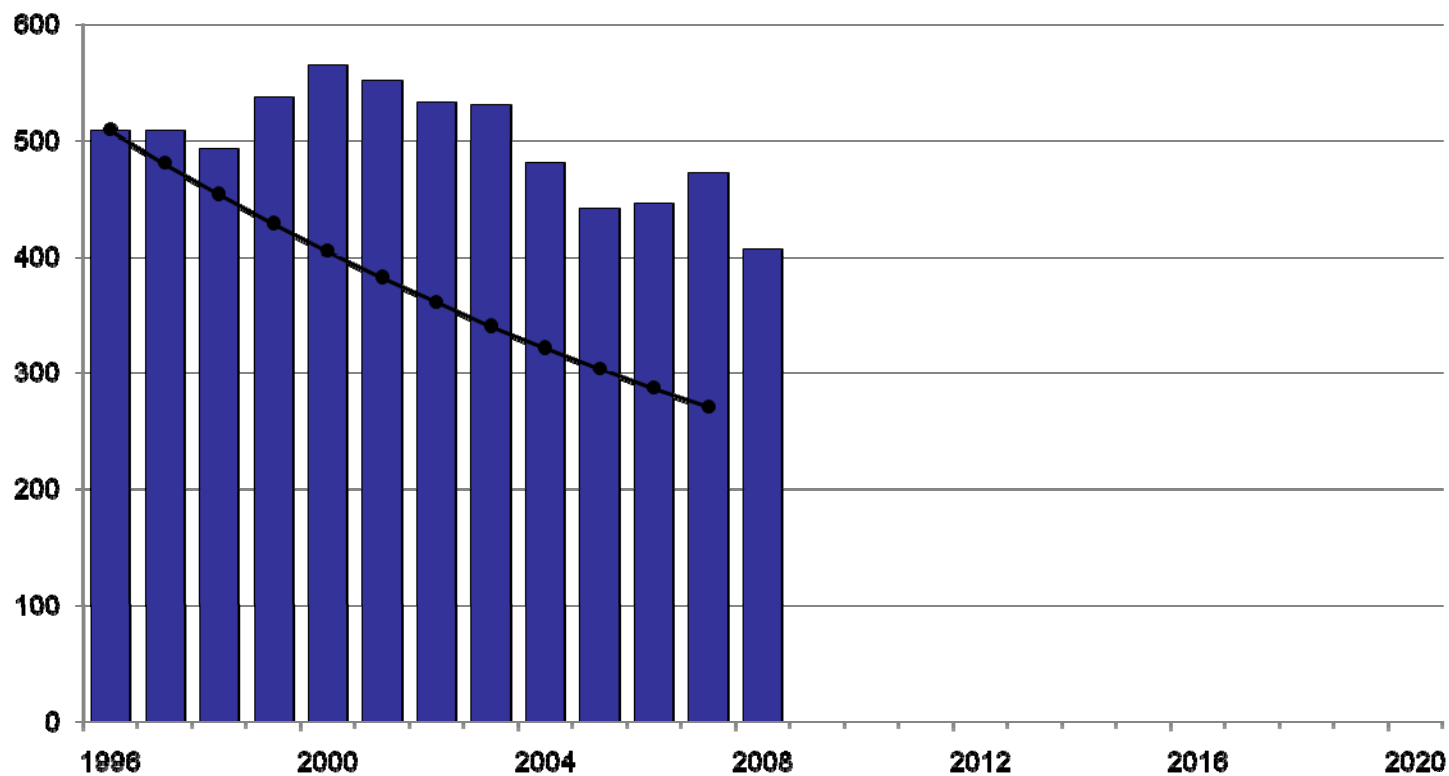




## Killed in road traffic in Sweden 1956 - 2008



## 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.



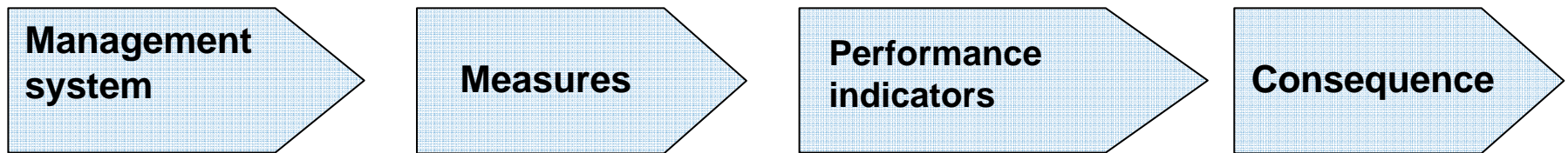
## 13 Indicators for Road Safety

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         |
|--|---|----------------------------|---------------------|
| <b>Speed compliance – state roads</b>  |   |                            |                     |
| <b>Share of traffic volume complying to speed limit on state roads (objective: 80%)</b>              | 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   |

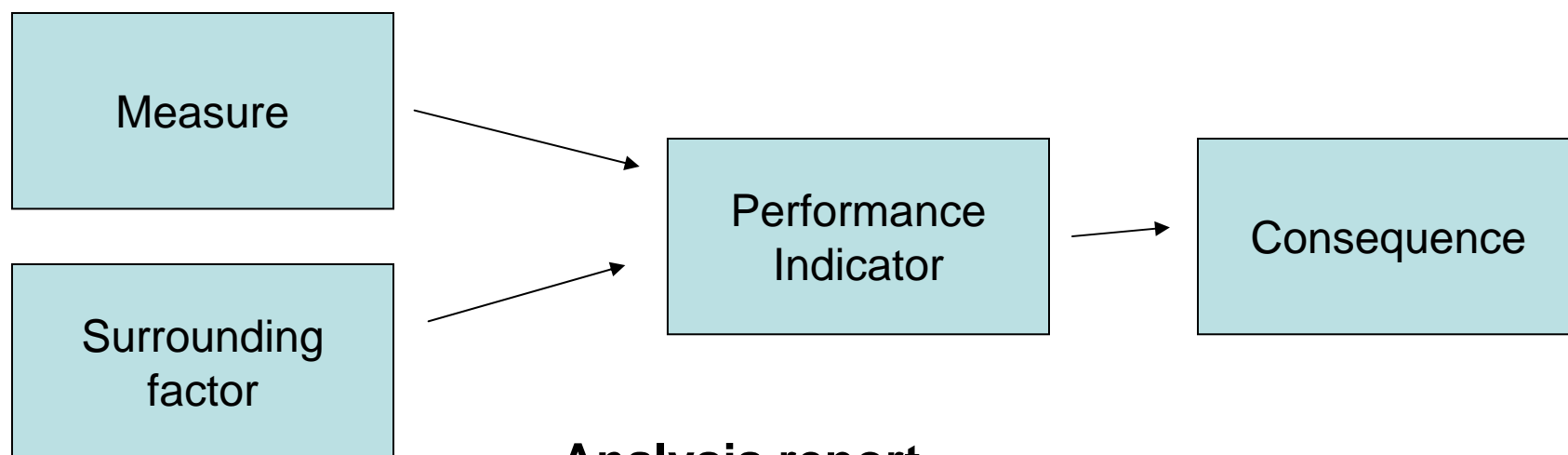


| Measure, definitions   | Broken down for...                                       | Measurement /data            | Periodicity       |
|--|--|------------------------------|-------------------|
| <b>Seat belt usage</b>   |  |                              |                   |
| <b>Share of observed persons in vehicle using seat belt (Objective: 99 %)</b>      | Driver, passenger.<br>Children, adults.<br>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**

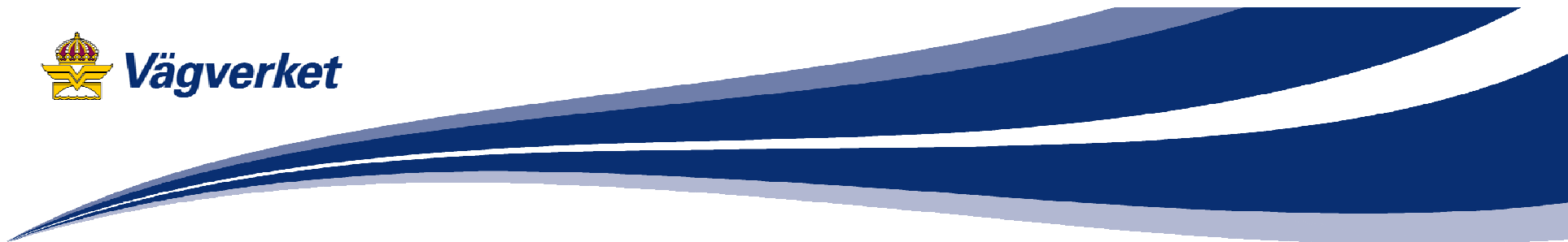
Swedish Road Administration

Swedish Transport Agency

The Swedish National Road and Transport Research Institute (VTI)

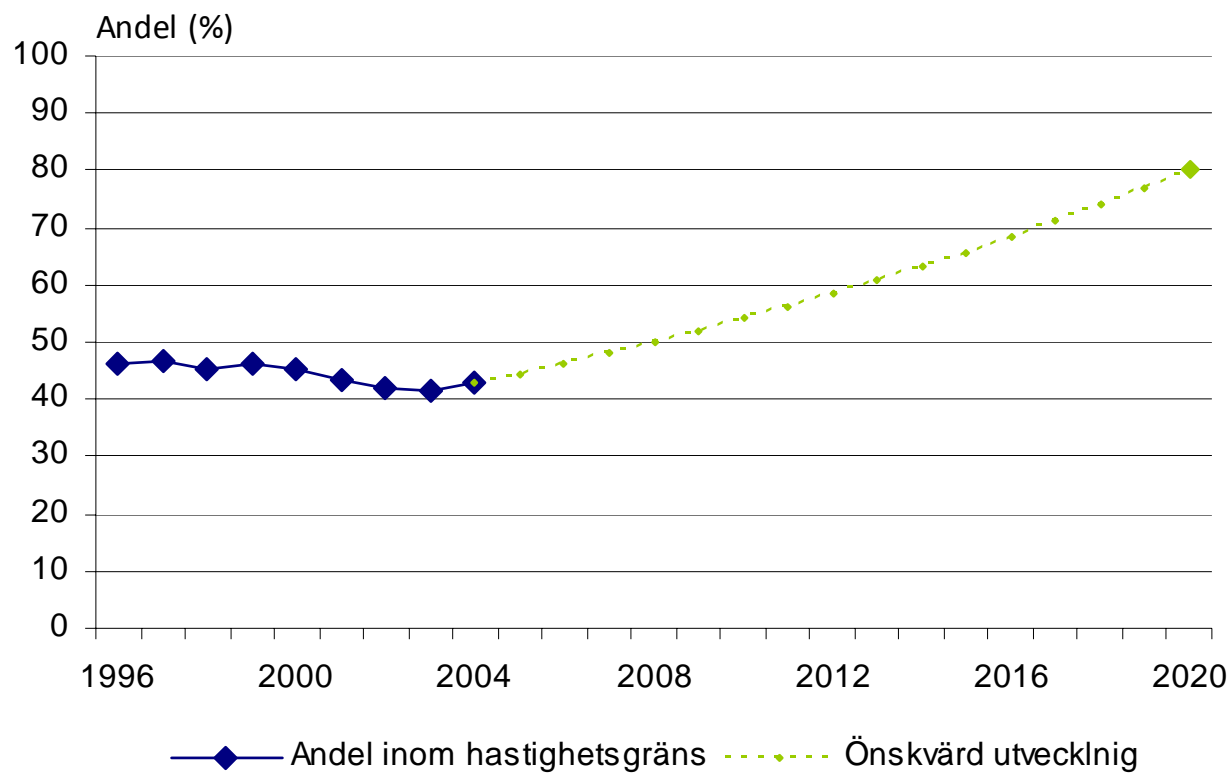
Swedish Institute for Transport and Communication Analysis (SIKA)





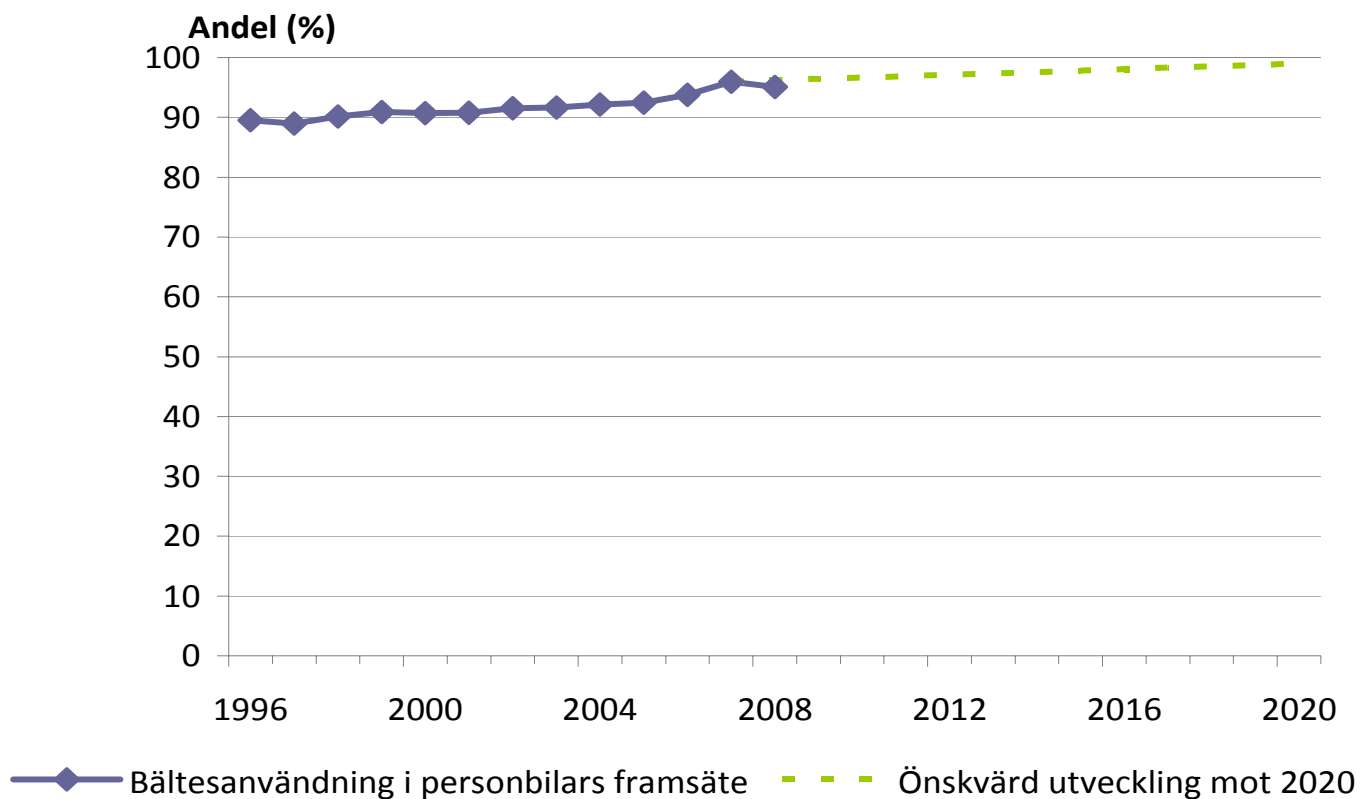
# 1-2 Speed compliance

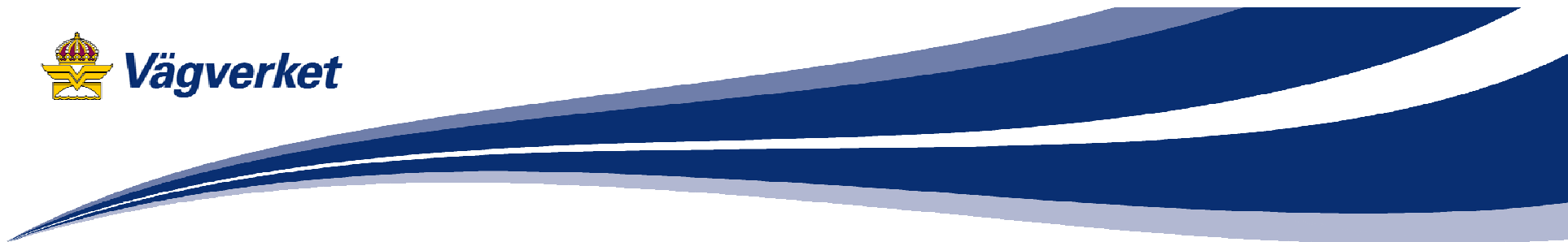
|  |              |           |                       |
|--|--------------|-----------|-----------------------|
| Share of traffic volume complying limits | 2004<br>43 % | 2008<br>- | Objective -20<br>80 % |
|--|--------------|-----------|-----------------------|



## 4. Seat belt use

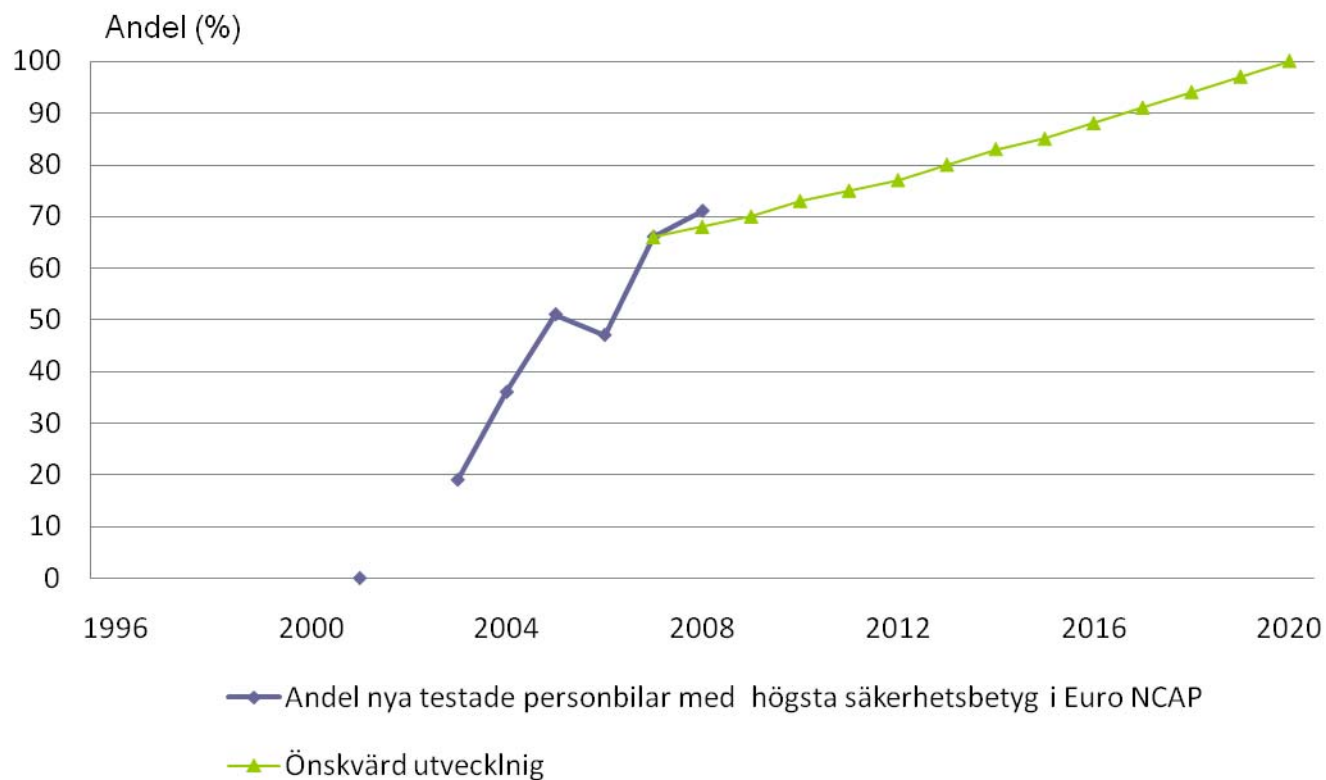
|   |      |      |                |
|---|------|------|----------------|
|   | 2007 | 2008 | Objective 2020 |
| Seat belt use in front seat of passenger cars | 96 % | 95 % | 99 %           |





## 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

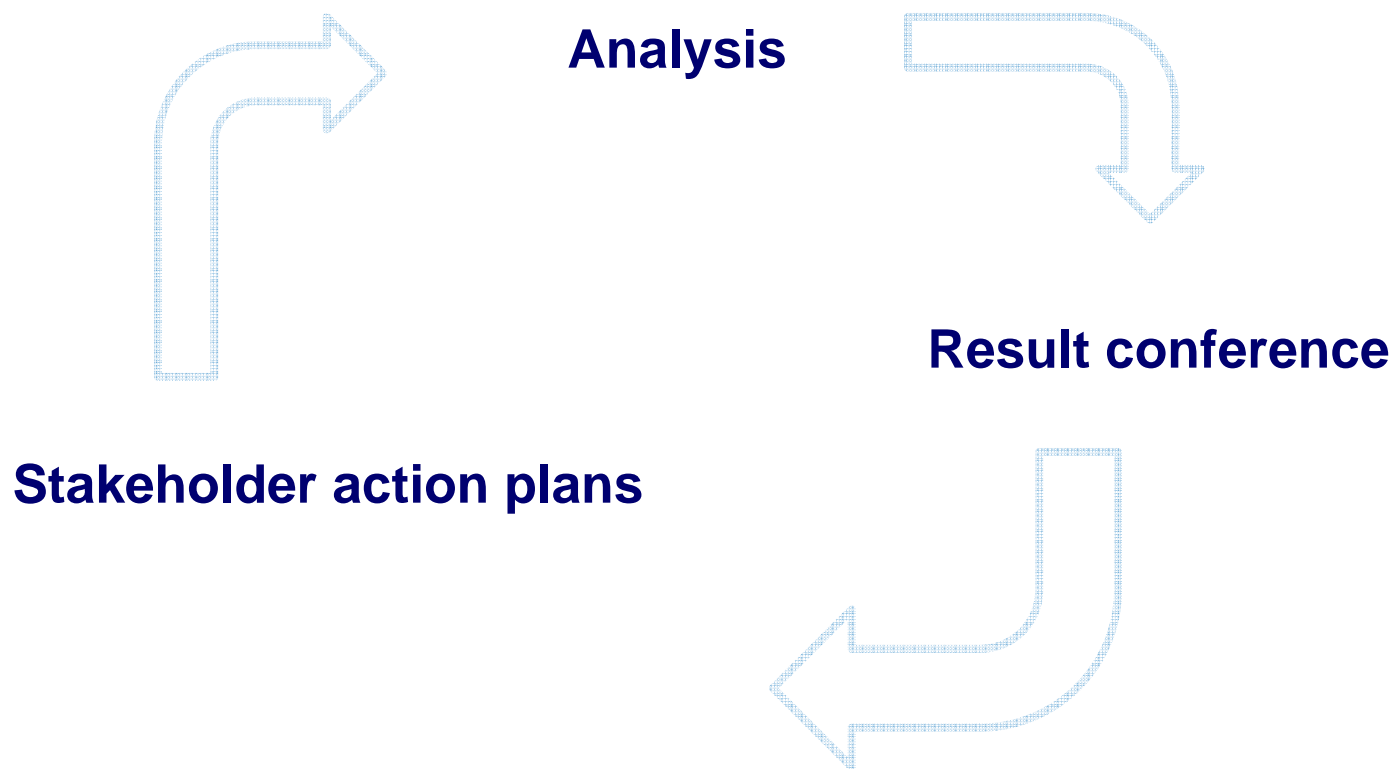
Matti Roine, Finland

Harry Lahrman, Denmark

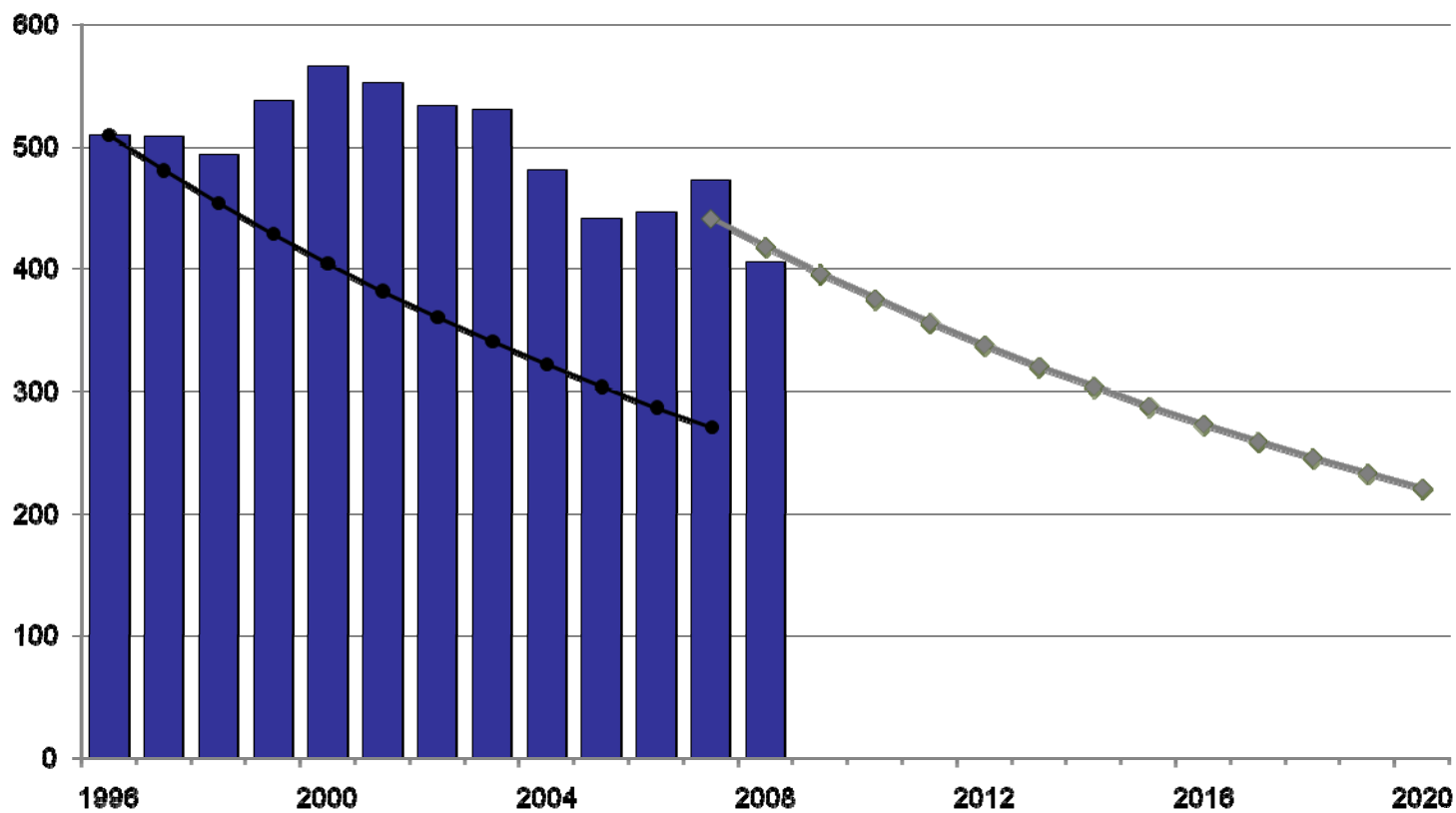
Jörg Beckmann, Germany



# Systematic improvements



## The challenge for 2020





FOR MORE INFO:

[Ylva.berg@vv.se](mailto:Ylva.berg@vv.se)

Or web site:

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

