

Implementation



TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

How to get things done

- Plans
- Budget
- Follow up

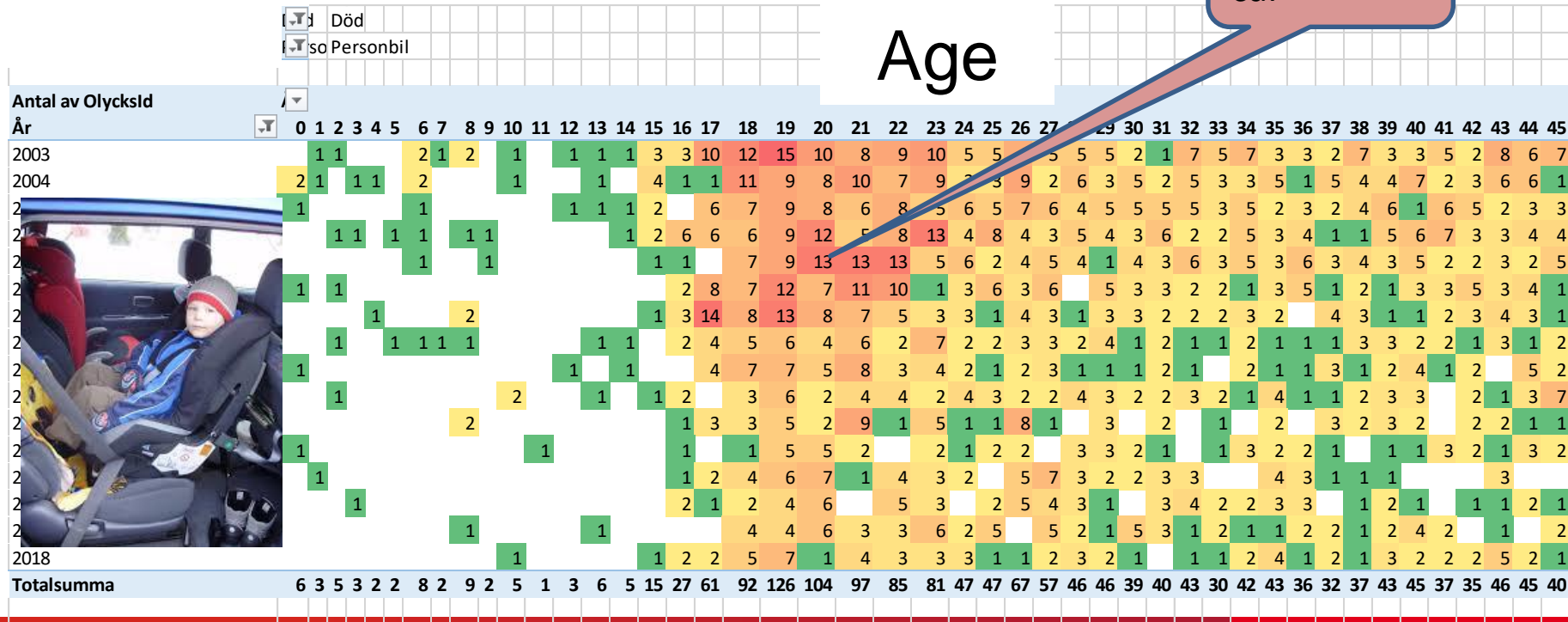
Identify the safe system



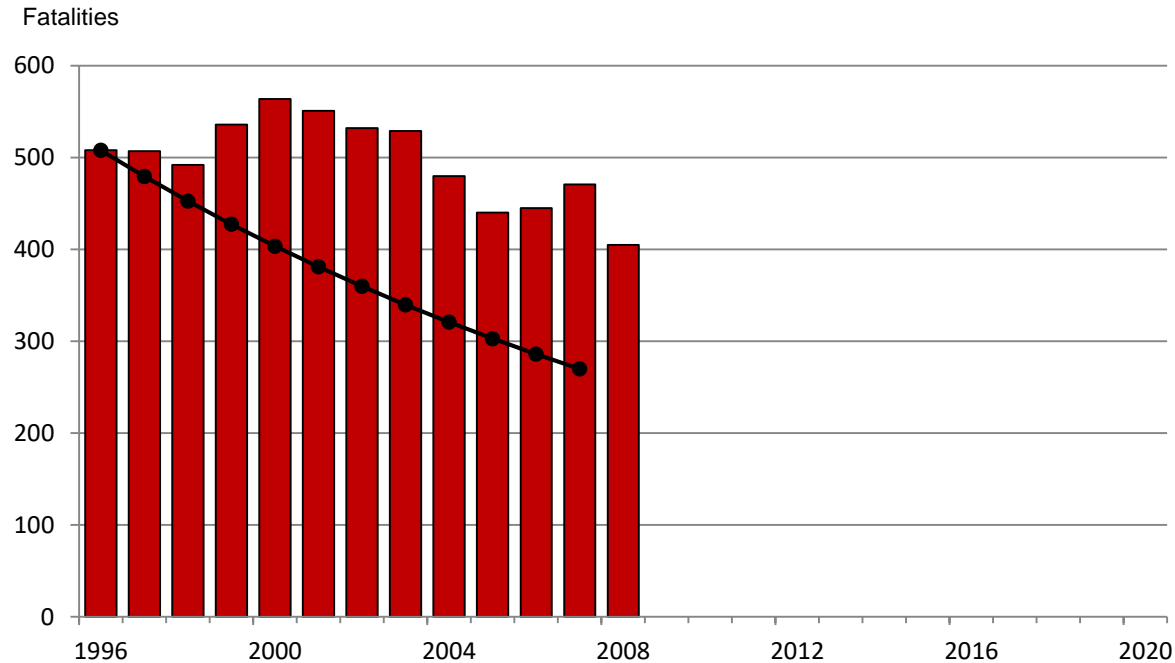
the safe system



Fatalities in car



The intermediate target for 2007 was not reached



Main conclusions of the evaluation

- Stakeholders were not involved in the development of the intermediate targets
- Setting targets on the fatalities did not give enough guidance for taking effective measures
- The management of the road safety work had been insufficient
- The monitoring of the ongoing work had been inadequate

The “safety value chain”

External factors

Objectives

Policy instruments

CSR

Competitive advantage

Stakeholder contribution

Intermediate objectives

Management systems

Planning and controlling resources and operations, e.g. ISO 39001

Measures

- Alcohol interlocks in fleet
- Median barriers

Road safety performance indicators

- Share of traffic volume with sober drivers
- Share of traffic volume on state roads with speed limit >80km/h with median barriers

Effects

Number of fatalities and serious injuries (RPMI 1% and higher) in road traffic



Sharing objectives – sharing responsibilities

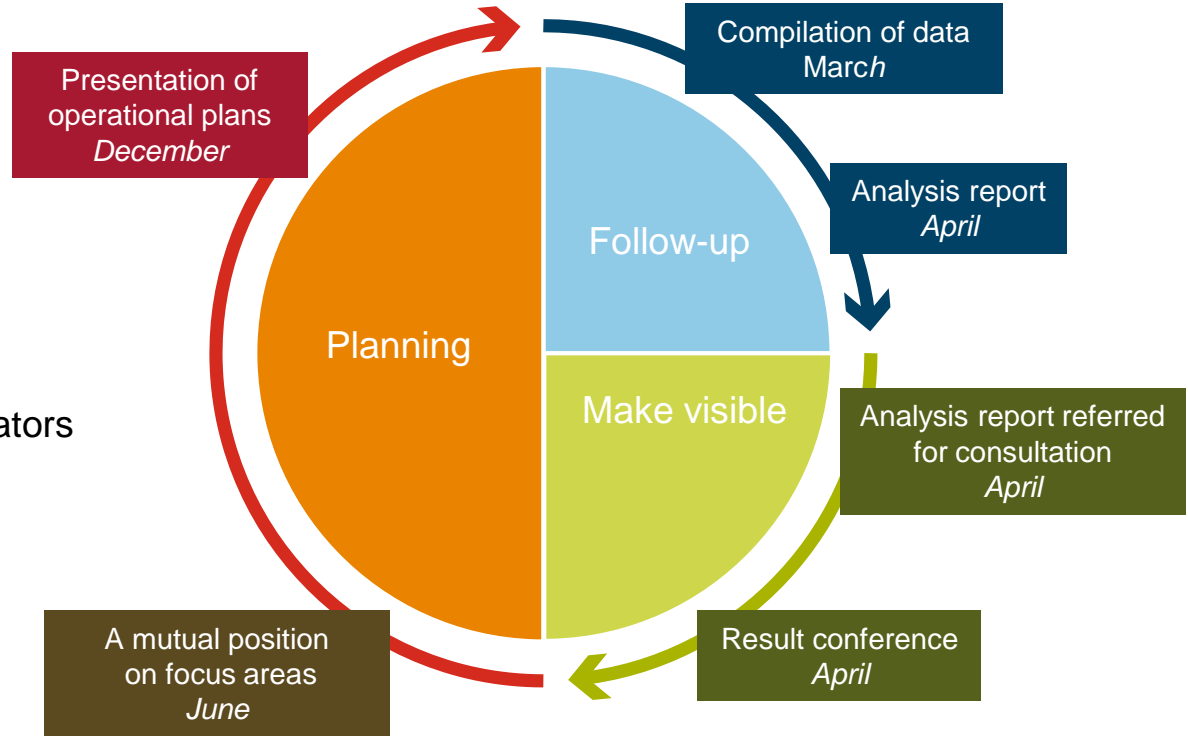
Every organisation influencing the quality and use of the road transport system has an obligation to consider and improve road traffic safety.

- Politicians, legislators
- Road network “owners” (e.g. the Swedish Transport Administration and municipalities)
- Police
- NGOs (e.g. the National Society for Road Safety)
- Health sector, work environment sector
- Private companies and public entities which buy and sell transport services and vehicles
- Insurance companies

Management by objectives

Objectives

- Fatalities
- Severe injuries (RPMI $\geq 1\%$)
- Road Safety Performance Indicators



Indicator	Starting point	2018	Target for 2020	Trend
Number of road traffic fatalities	440	324	220	Not in line with the required trend
Number of seriously injured	5 400	4 200	4 100	In line with the required trend
Share of traffic volume within speed limits, national road network	43%	45%	80%	Not in line with the required trend
Share of front seat passenger car occupants wearing a seat belt	96%	99%	99%	Not in line with the required trend
Share of moped riders using a helmet correctly	96%	93%	99%	In line with the required trend
Share of new passenger cars with the highest Euro NCAP score	20%	76%	80%	In line with the required trend

Indicator	Starting point	2018	Target for 2020	Trend
Share of traffic volume within speed limits, municipal road network	64%	67%	80%	Not in line with the required trend
Share of sober drivers	99,71%	99,73%	99,90%	Not in line with the required trend
Share of bicyclists with helmet	27%	42%	70%	Not in line with the required trend
Share of traffic on roads with Speed limit above 80km/h and roads with mid-barrier	50%	77%	90%	Not in line with the required trend
Share of safe crossings for pedestrians and bicyclists	19%	27%	35%	Not in line with the required trend
Share of municipalities with high quality on maintenance on cycle paths	18%	36%	70%	Not in line with the required trend
Increased motorcycle behaviour	-	-	-	Not yet measured, goal not set
Systematic traffic safety work in line with ISO 39001	-	-	-	Not yet measured, goal not set

Action plan 2019-2022

An action plan is being produced with approximately 100 commitments from 15 stakeholders.

- Speed
- Sober driving
- Safe cycling

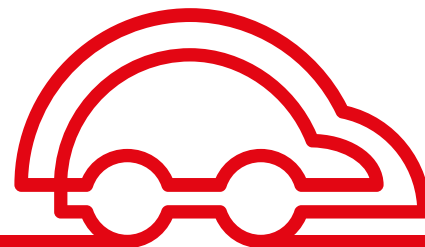


Actors

- Swedish Transport Administration
- Swedish Transport Agency
- Swedish Work Environment Authority
- The Police
- The city of Gothenburg
- Folksam (insurance company)
- Driving schools
- NGOs
- Researcher
- Haulier

STA most important actions

- 2+1 roads
- Upgrading current safety equipment
- Safe roadside
- Safer intersections
- Rumbling centreline
- 1000 more safety cameras
- 2500 km 90km/h roads ->80 km/h



Estimated effects

- About 50 life per year
- Reduction by 500 seriously injured
- TRA contribution is about 65%
- However this is still not enough to reach our targets 2020

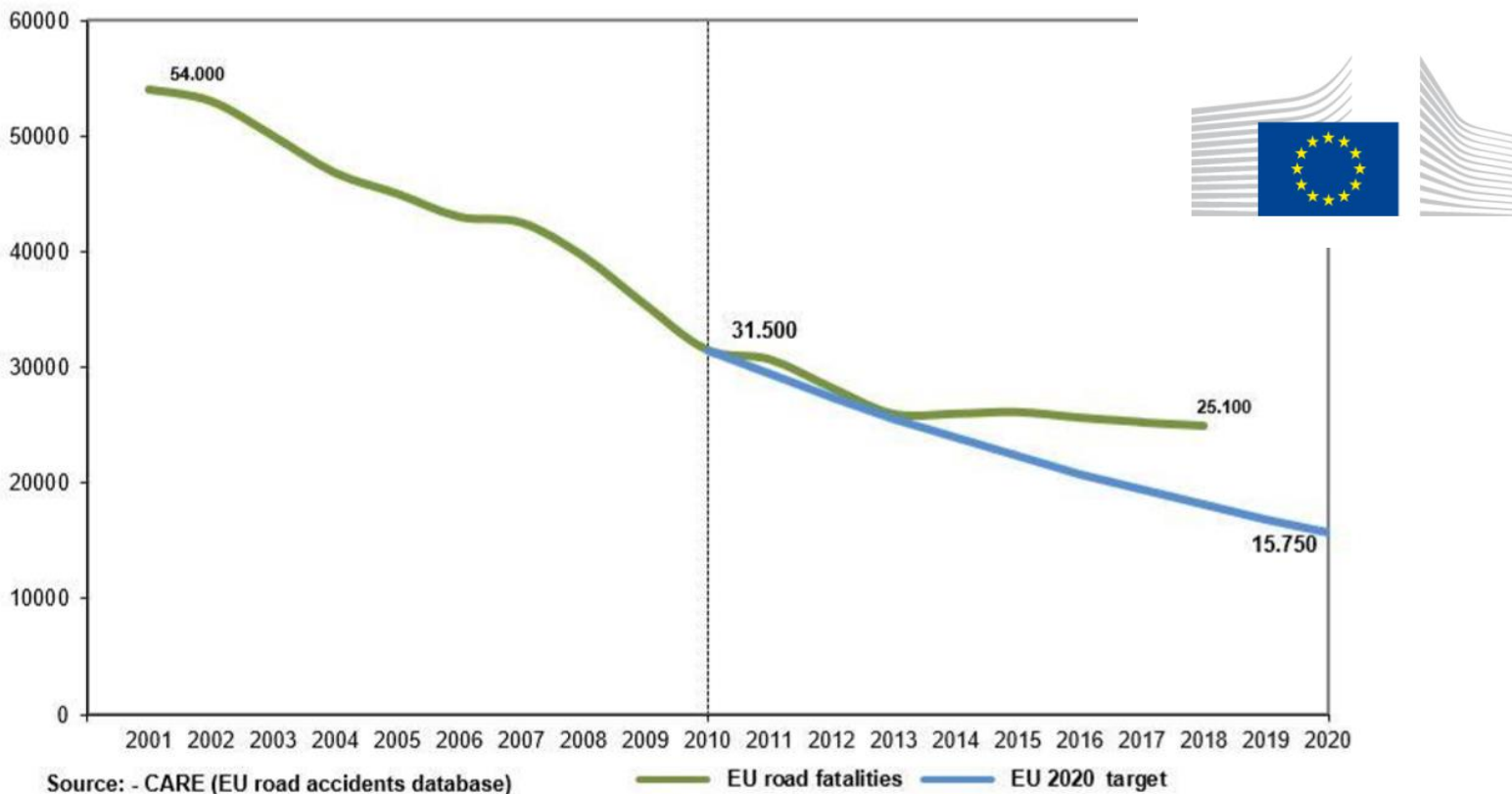
Follow up

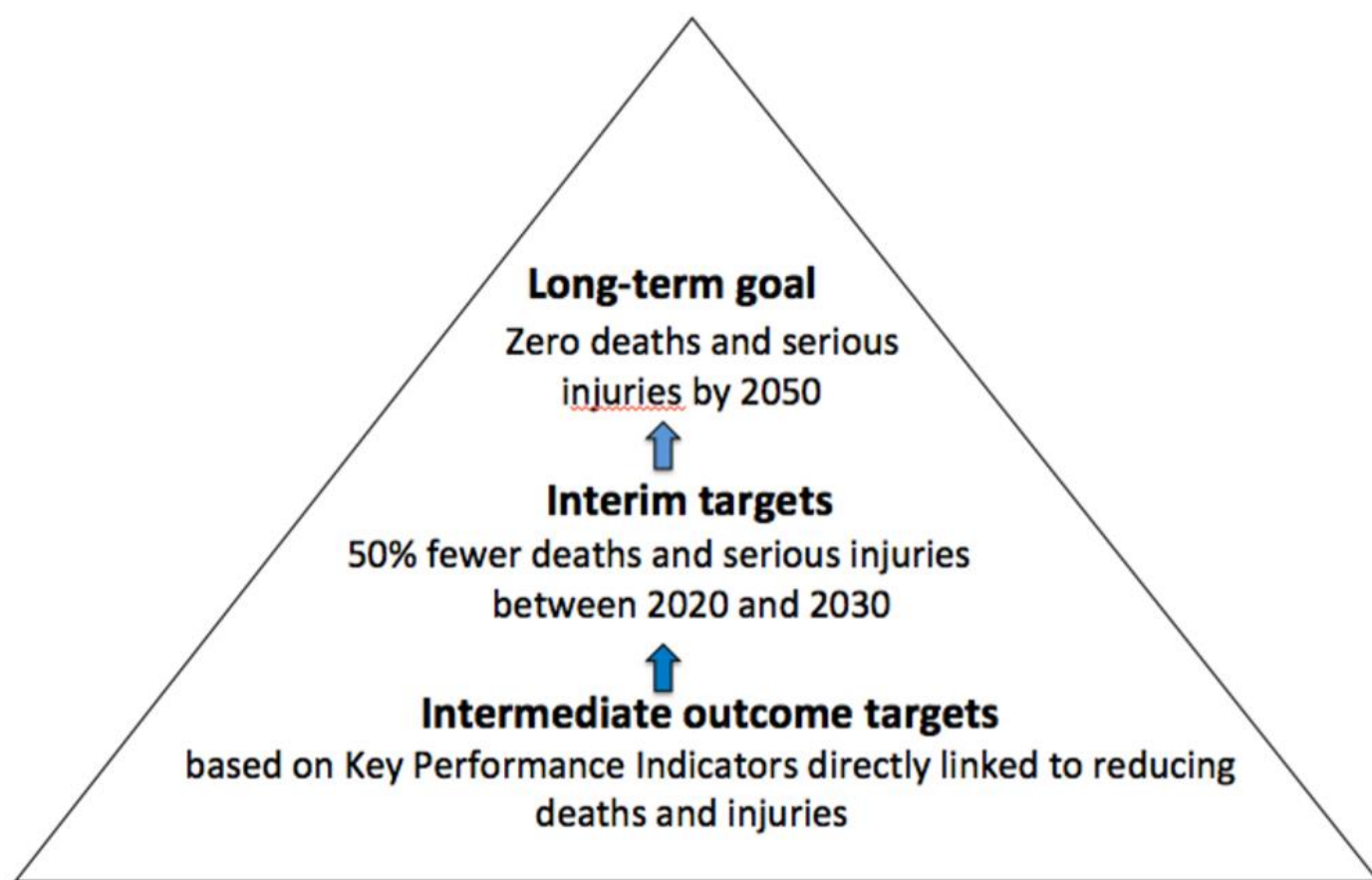
- On the annual conference
- In our annual result report

The present challenges

- Materialise the actions
- Get involvement from the management level
- Involve the regional level
-

Figure 1: Evolution of EU road fatalities and targets for 2001-2020





List of indicators

Indicator	Proposed definition
1. Speed	Percentage of vehicles traveling within the speed limit.
2. Safety belt	Percentage of occupants using the safety belt and percentage of children using a child restraint system
3. Helmet	Percentage of motorcyclists, moped riders and cyclists wearing a protective helmet.
4. Alcohol and drugs	Percentage of drivers, riders and cyclists without alcohol or drugs impairing driving.
5. Distraction	Driver distraction indicator.
6. Vehicle fleet	Vehicle fleet safety indicator.
7. Infrastructure	Road infrastructure safety indicator.
8. Post-crash care	Post-crash care performance indicator.



KPI for infrastructure:

Percentage of distance driven over roads with a safety rating above an agreed threshold.