

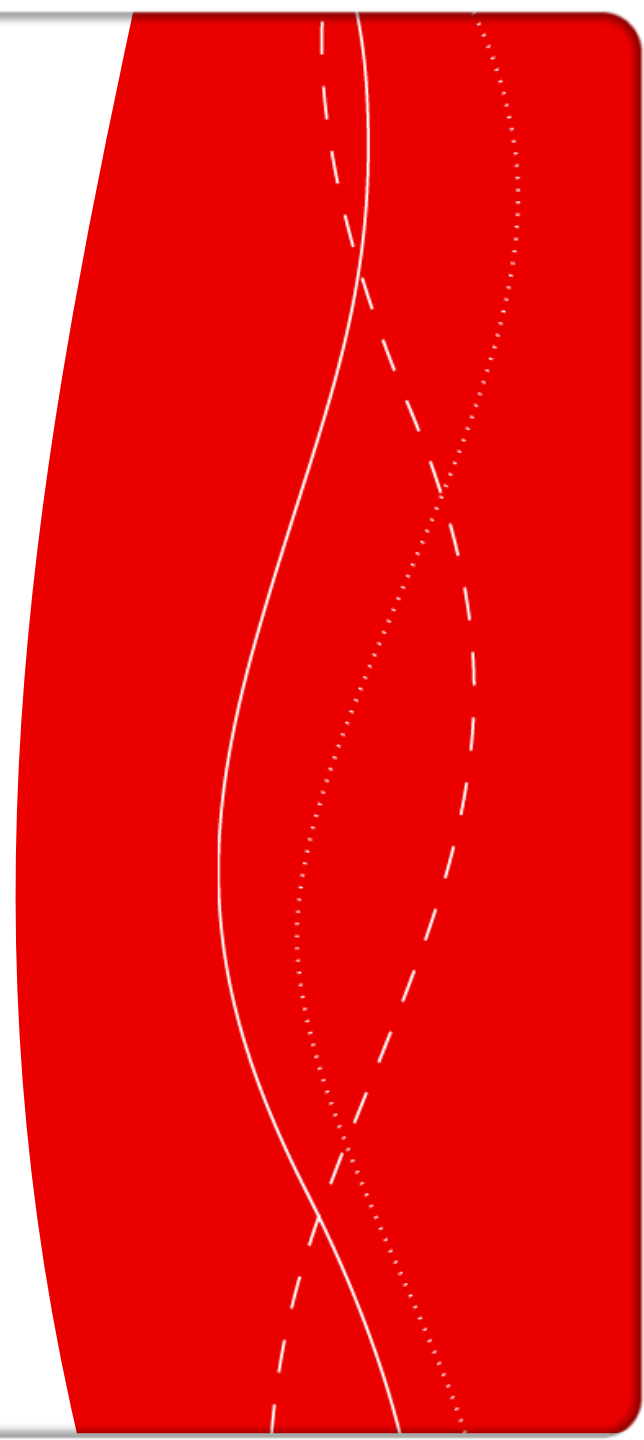


Management by objectives for road safety work in Sweden

Anna Vadeby, PhD

Researcher in traffic safety

VTI, Swedish National Road and Transport
Research Institute



Outline

Background

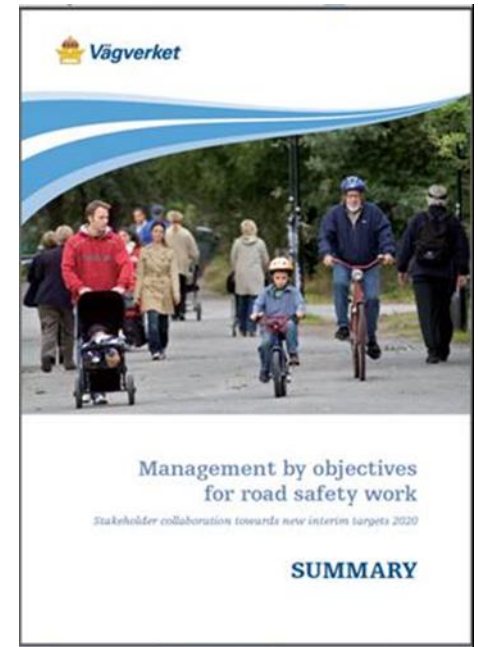
- Road safety organisation and Vision Zero

Process towards a new management model and interim targets 2020

- Stakeholder collaboration
- Goals and Performance indicators
- Annual follow up

Critical success factors

Results from the follow up April 2013



Road Safety Organisation

Ministry of Enterprise, Energy and Communications has strategic responsibility

Swedish Transport Administration (STA) has overall operational responsibility

Swedish Transport Agency has responsibility for legislation

Group for National Road Safety Co-operation

- (STA, Police, Local Governments and NGOs,...)

Background – Vision Zero

The overall road safety philosophy in Sweden, established through a parliamentary resolution in October 1997

Relies on two basic approaches:

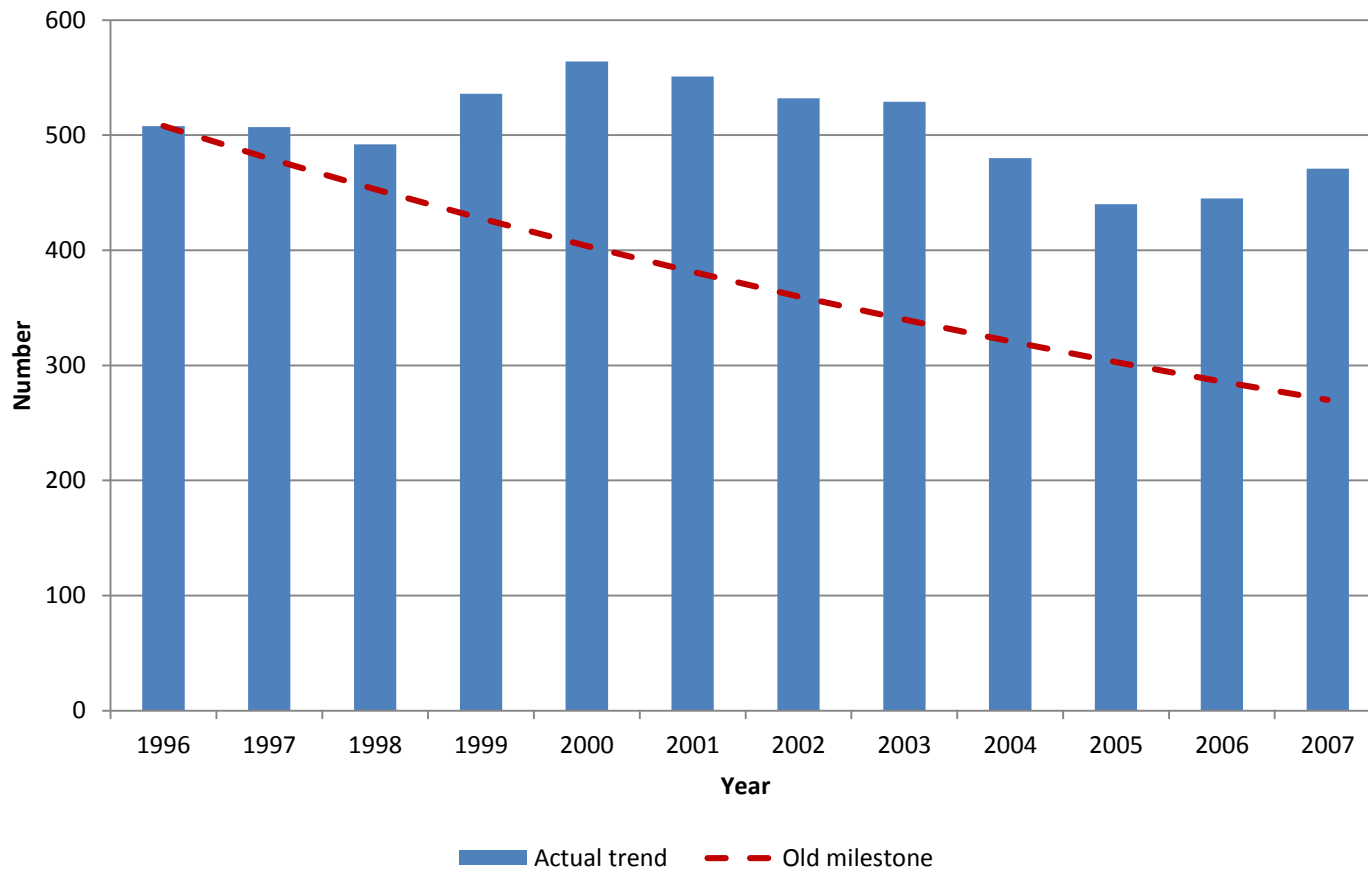
1. care of human life and health is considered to be more important than anything else
2. the responsibility should be shared by the road users and the system designers

The design of the system should take into account how much force a body can tolerate and still survive

The long term goal is that no one should be killed or seriously injured in road traffic

- First interim target 2007 (max 270 road deaths)

Development of fatalities -2007



Findings from evaluation of road safety work towards the interim target 2007

1. Involvement and undertaking - missing
2. Connection to own operation – low
3. Annual follow up – unclear

Process towards a new management model and interim targets 2020

1. Multi-stakeholder approach
Collaboration where everybody shares the same goal
2. Connection to own operation
Several interim targets and monitoring of Road Safety Performance Indicators for better evaluation
3. Annual follow up of results



1. Multi-stakeholder approach – Cooperation at conception

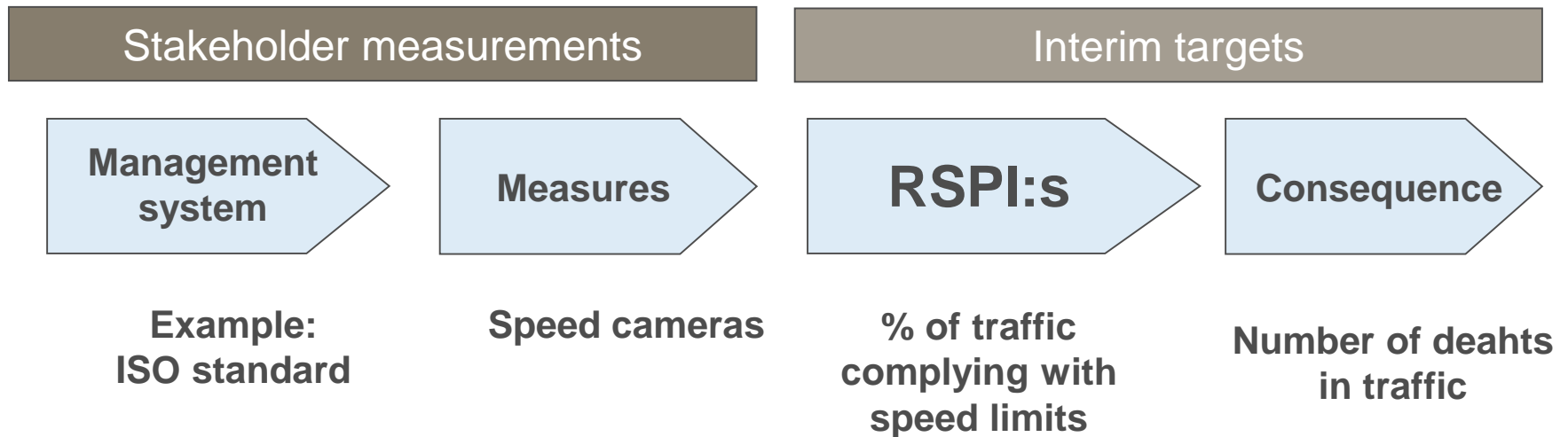
Group lead by STA, regular meetings 7 – 8 times/year.

- The Swedish Transport Administration
- The Swedish Transport Agency
- Ministry of Enterprise, Energy & Communications
- The National Police Board
- Sweden's municipalities and county councils
- Toyota Sweden AB
- Folksam
- The National Society for Road Safety
- Swedish Work Environment Authority

- Swedish Taxi Association, Swedish Bus & Coach Federation and Swedish Association of Road Haulage Companies

2. Connection to own operation

Monitoring road safety developments



Interim targets

Target year 2020

- Possibility för minor revisions yearly
- Reviews 2012 and 2016
- Adapted to other political objectives (climate targets, economic policy, EU-target)

Interim target for fatalities and serious injuries

- Maximum 220 deaths the year 2020 (under revision)
- The number of seriously injured should be reduced by 25 % during the same time period.

Performance Indicators

- updated 2013, after a review 2012

1. Speed compliance, state roads
2. Speed compliance, municipal streets
3. Sober drivers
4. Seat belt use
5. Helmet use (bicycle, moped)
6. Safe passenger cars
7. Safe PTWs (ABS)
8. Safe state roads
9. Safe municipality streets – pedestrian passages across streets
10. Maintenance of cycle paths and pedestrian walkways

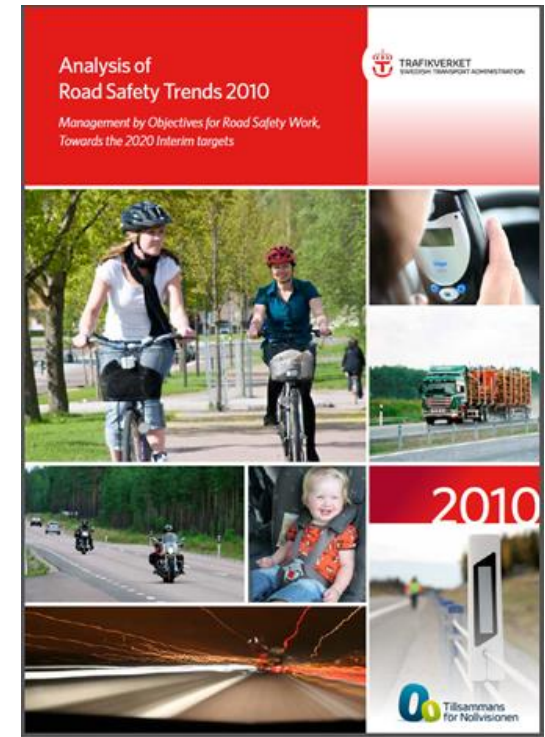
Indicators with greatest potential to reduce the number of deaths

- Speed compliance, state roads
- Speed compliance, municipal streets
- Safe passenger cars
- Safe state roads

3. Annual Follow-Up

Annual result conferences (April)

- Development towards the interim targets
- Written report from the **Group of analysts**
- Result are made public through these conferences
- Participants at high management level
- Presentation of stakeholder activities
- Some years: Comments/suggestions from international road safety experts



Group of analysts

Group consisting of members from:

- Swedish Transport Administration
- Swedish Transport Agency
- Swedish National Road and Transport Research Institute (VTI)

Mission:

- Follow up and analyse the development of performance indicators.
- Propose necessary adjustments
- Present results at the annual result conference

Critical success factors

Need for decisions and commitment on a state authority level

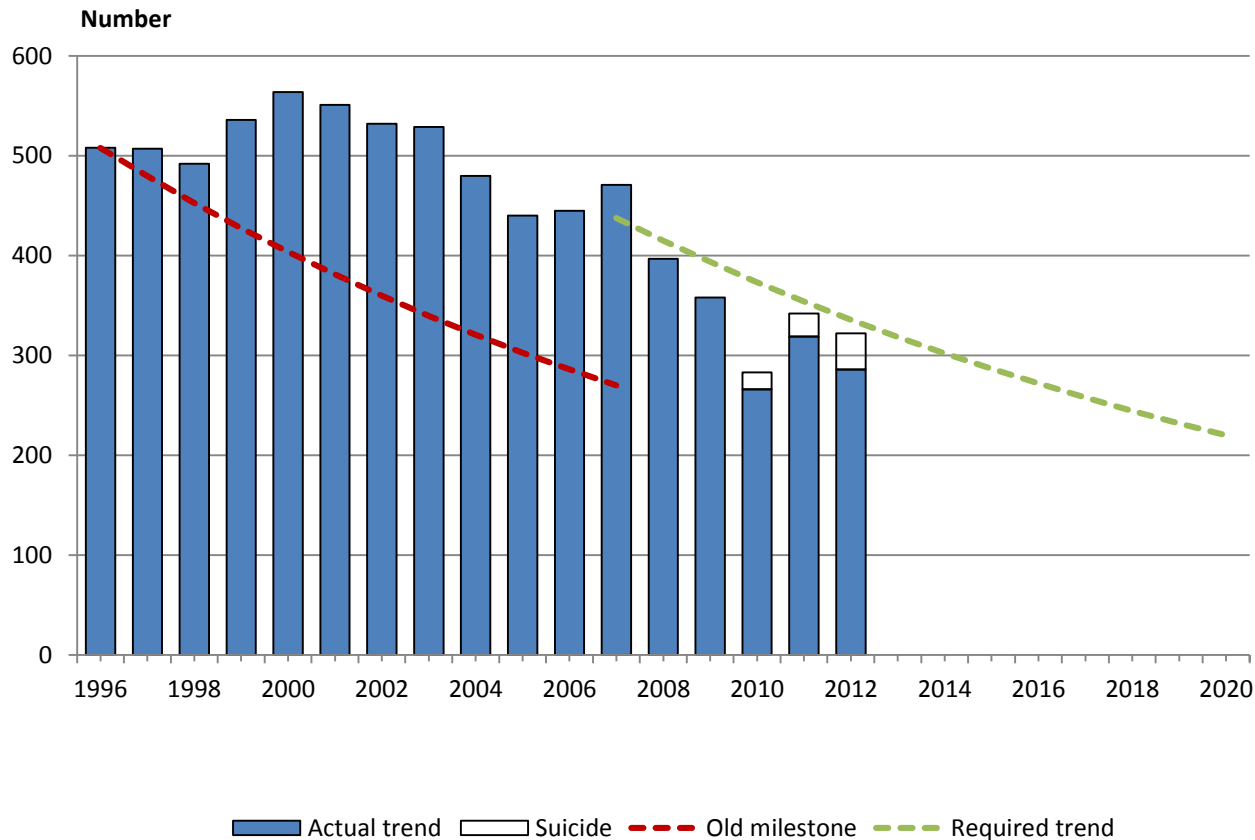
Several measures can only be decided by state authorities

- Sufficient funds for necessary measures
- Bicycle law for all
- Review of current driver training, etc.

Stakeholder cooperation, ensures a professional handling of strategic decisions in the field of road safety.

Management by objectives relies on the fact that all relevant parties make commitments and set their own goals. Shared responsibility

Annual follow up April 2013: Development of fatalities -2012



Performance indicators and their targets, - 2012

Road Safety Performance Indicator	Starting position	2012	Goal 2020	Development
Number of killed	440	286	220	In line with required trend
Number of seriously injured	5 500	4 400	4 100	
Speed compliance, state roads	43 %	46 %	80 %	NOT in line with required trend
Speed compliance, municipality roads	63 %	63 %	80 %	First year of measurement
Sober drivers	99,71 %	99,77 %	99,90 %	
Seat belt wearing (front seat)	96 %	98 %	99 %	
Helmet wearing, cyclists	27 %	33 %	70 %	
Helmet wearing, mopedists	96 %	96 %	99 %	First year of measurement
Safe passenger cars (5 star Euro NCAP)	20 %	46 %	80 %	
Safe PTWs (ABS)	9 %	28 %	70 %	
Safe state roads	50 %	71 %	75 %	
Safe pedestrian passages	Ca 25 %	–	To be decided	-
Share of municipalities with good maintenance of bicycle/walk paths	-	–	To be decided	-

Thank you for listening!

Questions:

anna.vadeby@vti.se

ylva.berg@trafikverket.se

