



Experiences from Sweden: Management by objectives for road safety work

Anna Vadeby, PhD

Researcher in traffic safety

VTI, Swedish National Road and Transport Research Institute

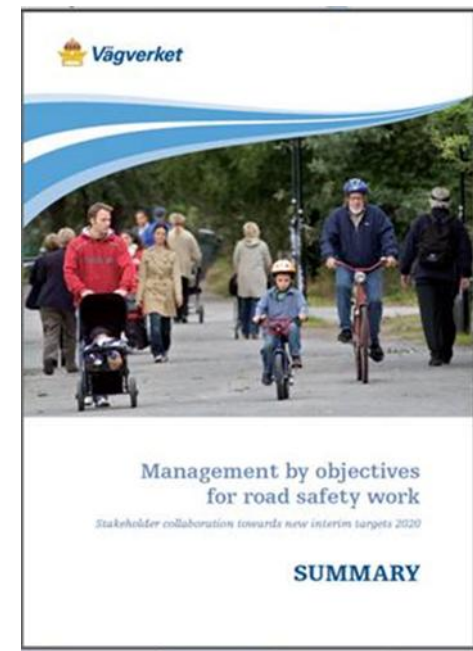
Outline

Vision Zero

Process towards a new management model and interim targets 2020

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

Results from the follow up in April 2013



Vision Zero

Overall road safety philosophy in Sweden,
(Oct 1997)



Relies on two basic approaches:

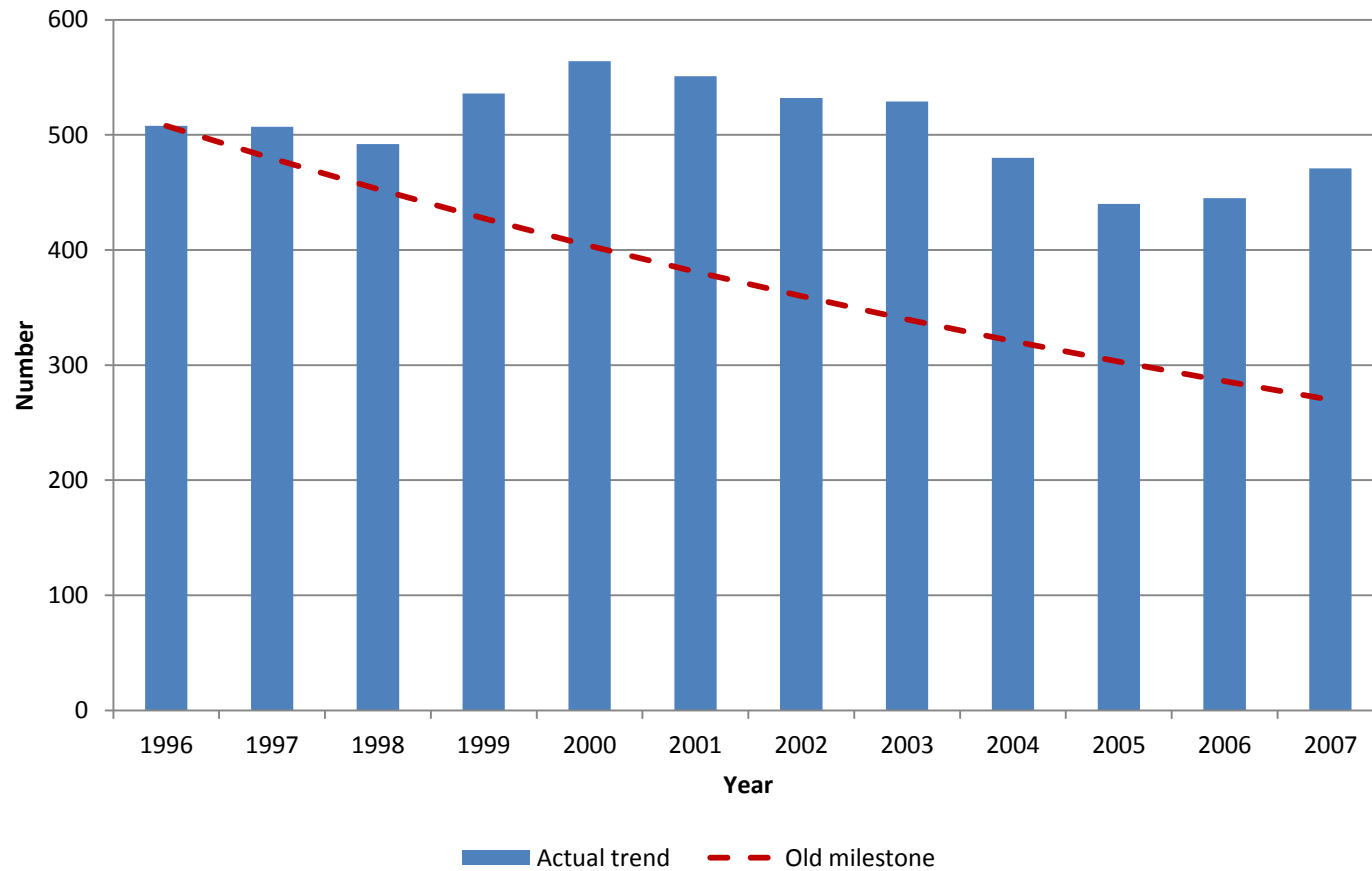
1. care of human life and health is considered to be more important than anything else
2. the responsibility should be shared by the road users and the system designers

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

Development of fatalities -2007

Interim target 270 deaths

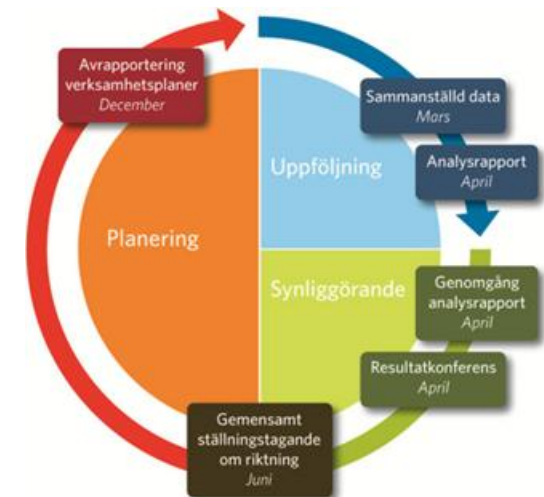


Findings from evaluation of road safety work towards the target 2007

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 - everybody shares the same goal
2. Connection to own operation
Several interim targets
Road Safety Performance Indicators
3. Annual follow up of results



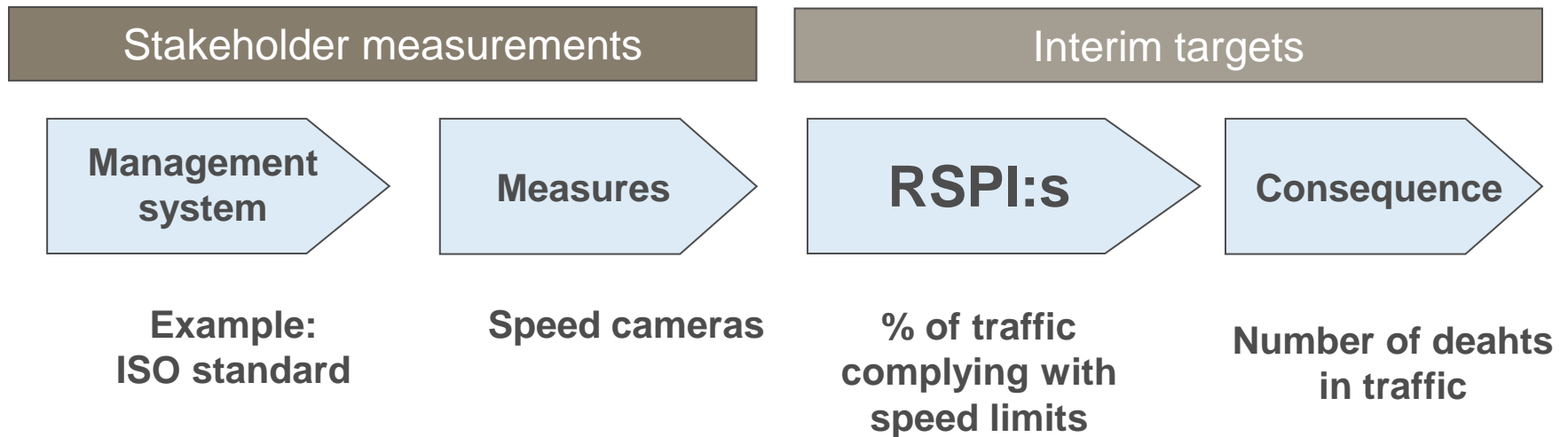
1. Multi-stakeholder approach

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

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

2. Connection to own operation

Monitoring road safety developments



Interim targets and indicators

Target year 2020

- Possibility for minor revisions yearly
- Reviews 2012 and 2016

Interim target for fatalities and serious injuries

- Maximum 220 deaths the year 2020 (under revision)
- Reduction of number of seriously injured by 25 %

10 Performance Indicators...

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

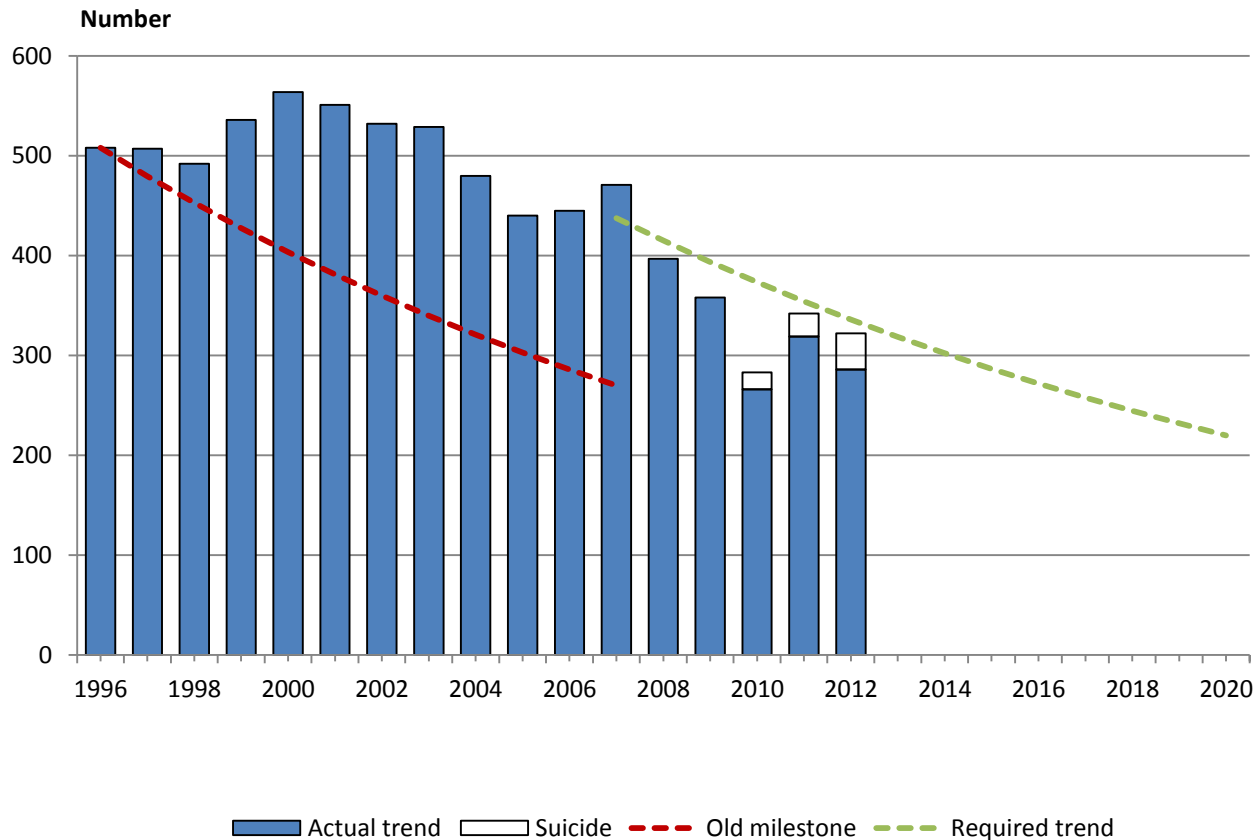
3. Annual Follow-Up

Annual result conferences (April)

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



Annual follow up April 2013: Development of fatalities -2012

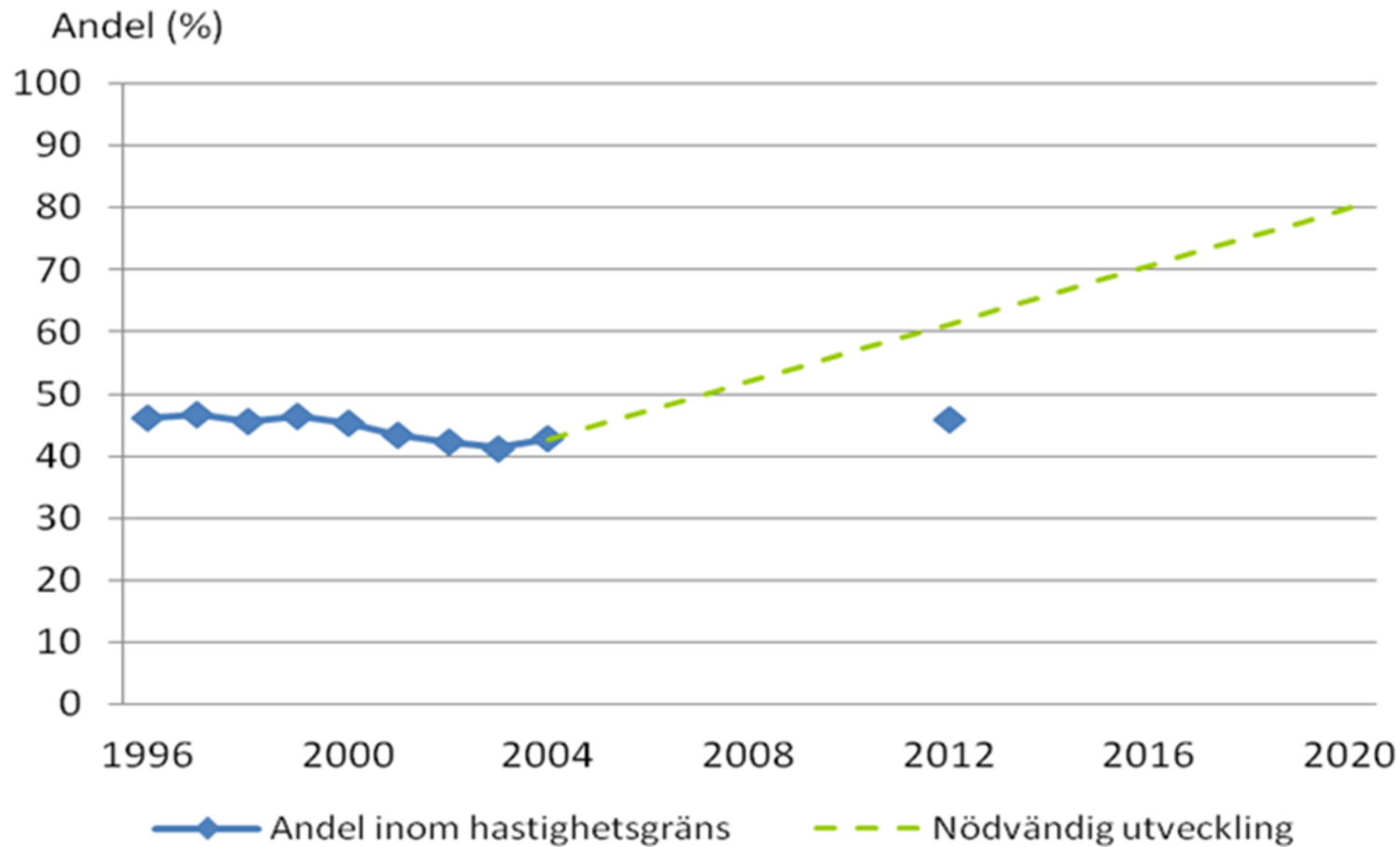


Performance indicators and their targets, - 2012

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 streets	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	~ 25 %	–	To be decided	-
Share of municipalities with good maintenance of bicycle/walk paths	-	–	To be decided	-

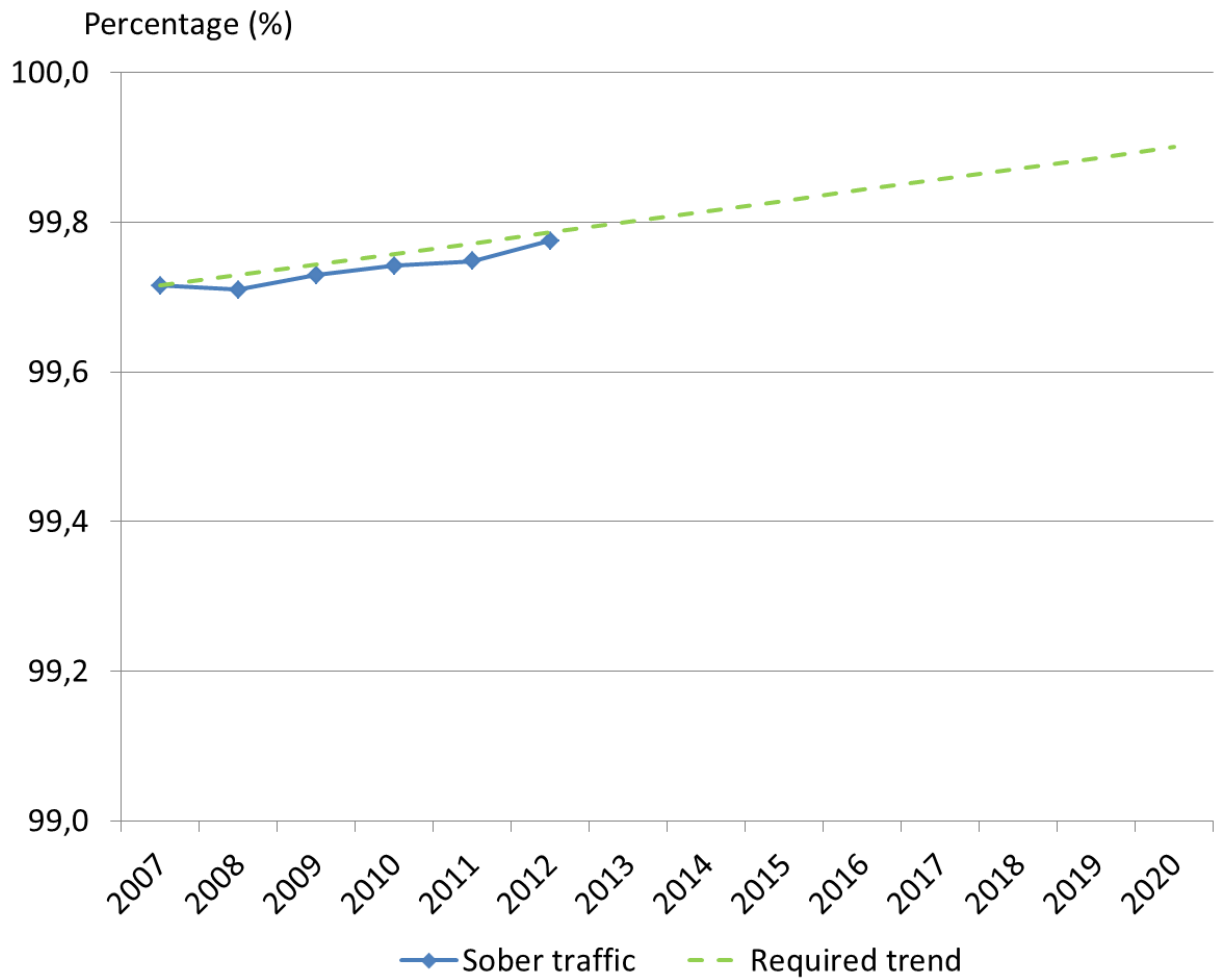
Speed compliance - rural roads

Goal 2020: 80 % speed compliance

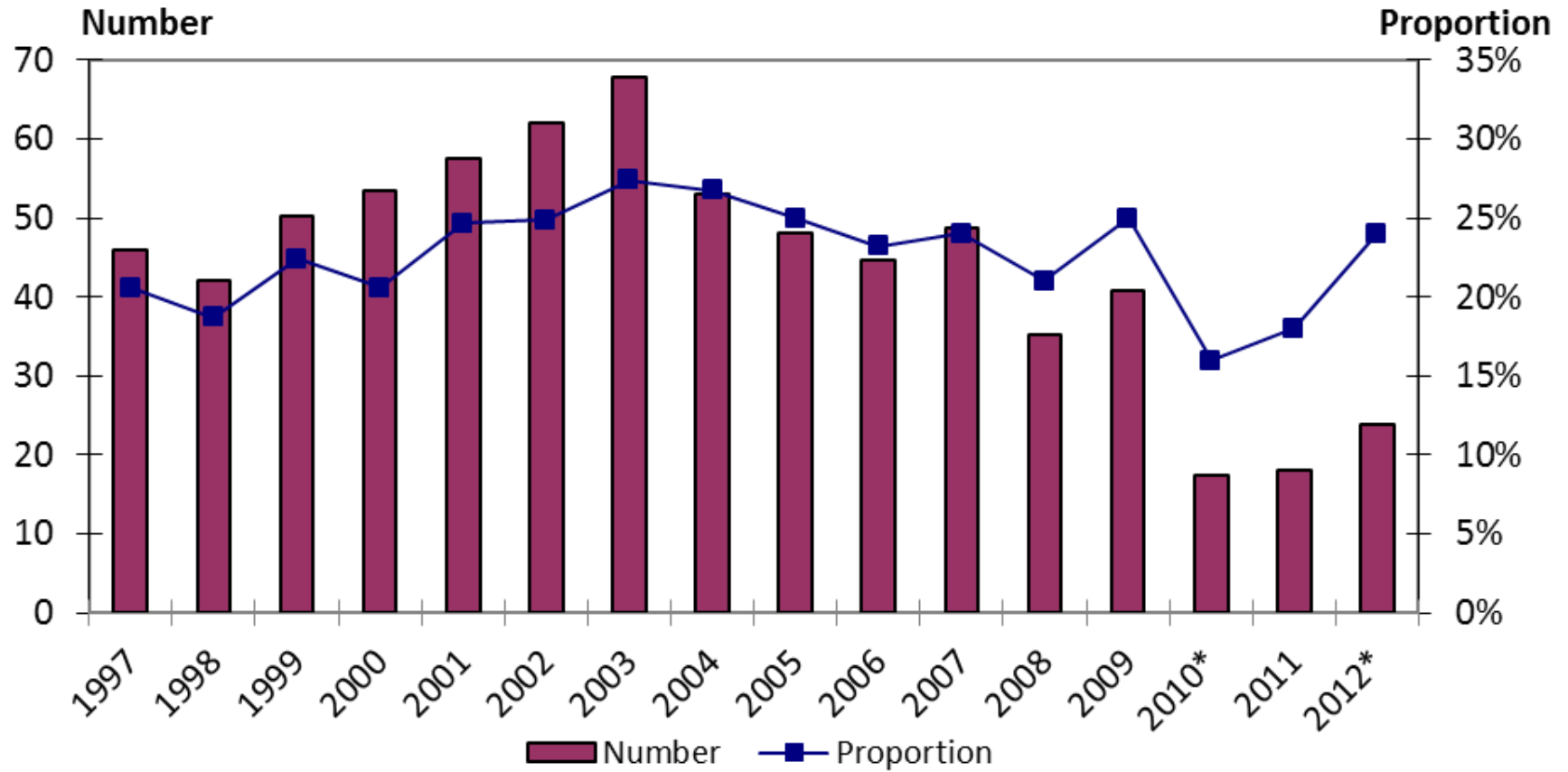


Sober drivers. Goal 2020: 99,9 %.

Data from police's breath test control



Number and proportion of killed cars drivers under the influence of alcohol, 1997-2011 (BAC ≥ 0.2 g/l)



Alcolock for drunk driving offenders

New law 1st January 2012 after several years of trials

- Mandatory alcohol interlocks rehabilitation programme. When driving licence withdrawn due to drunk driving, one can apply for keeping the driving licence if alcolock is installed.
- One or two year programme
- Includes regular medical supervision/testing
- Regular checks and service of the interlock device

Alcolock programme does not affect the punishment

During 2012, 33 % of drivers with withdrawn licence applied for the programme (2013, 40 %)

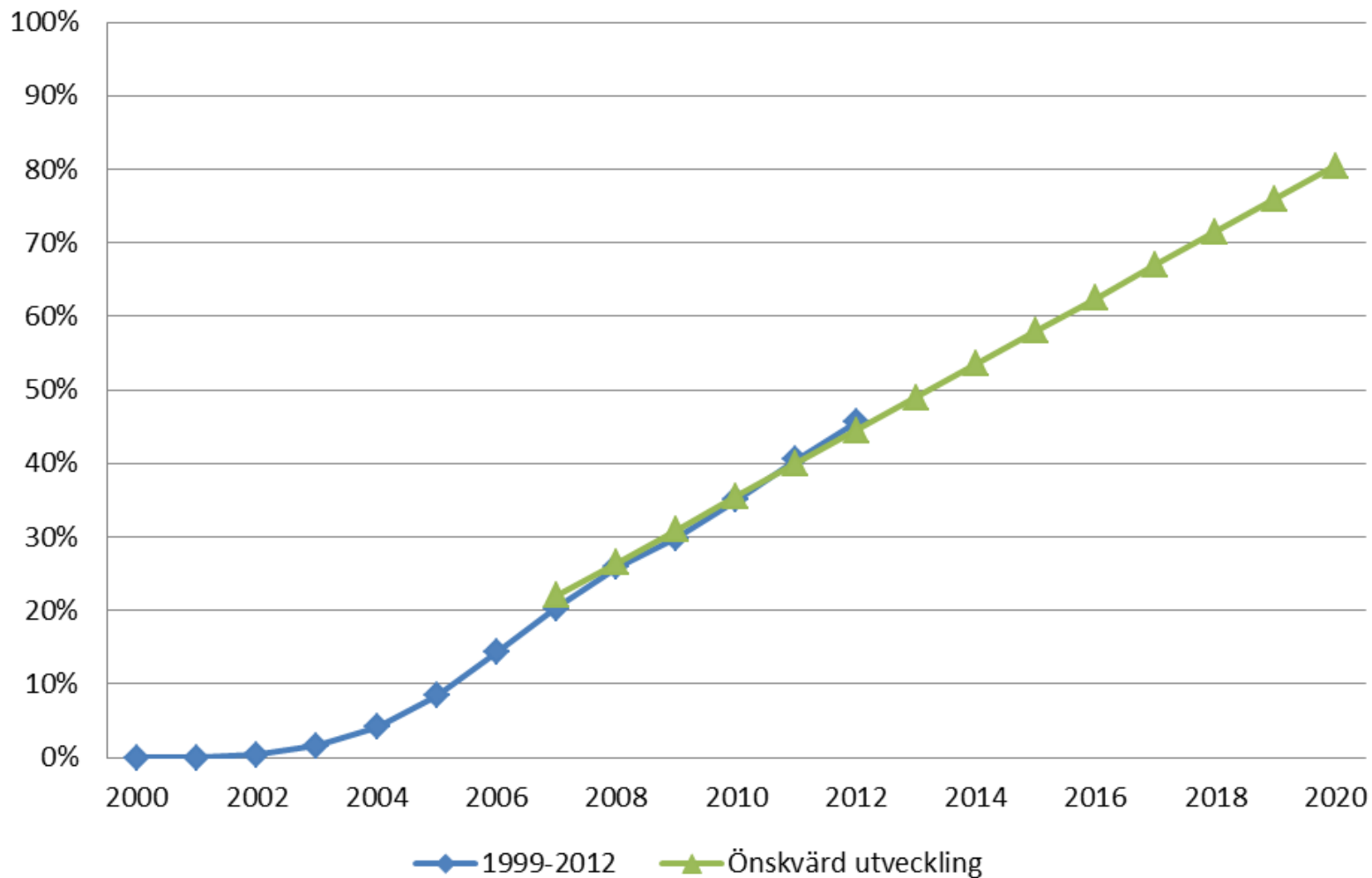
Private companies on a voluntary basis

Commercial transport

More than 70,000 alcohol interlocks installed
Used as a quality assurance tool by many
Swedish companies

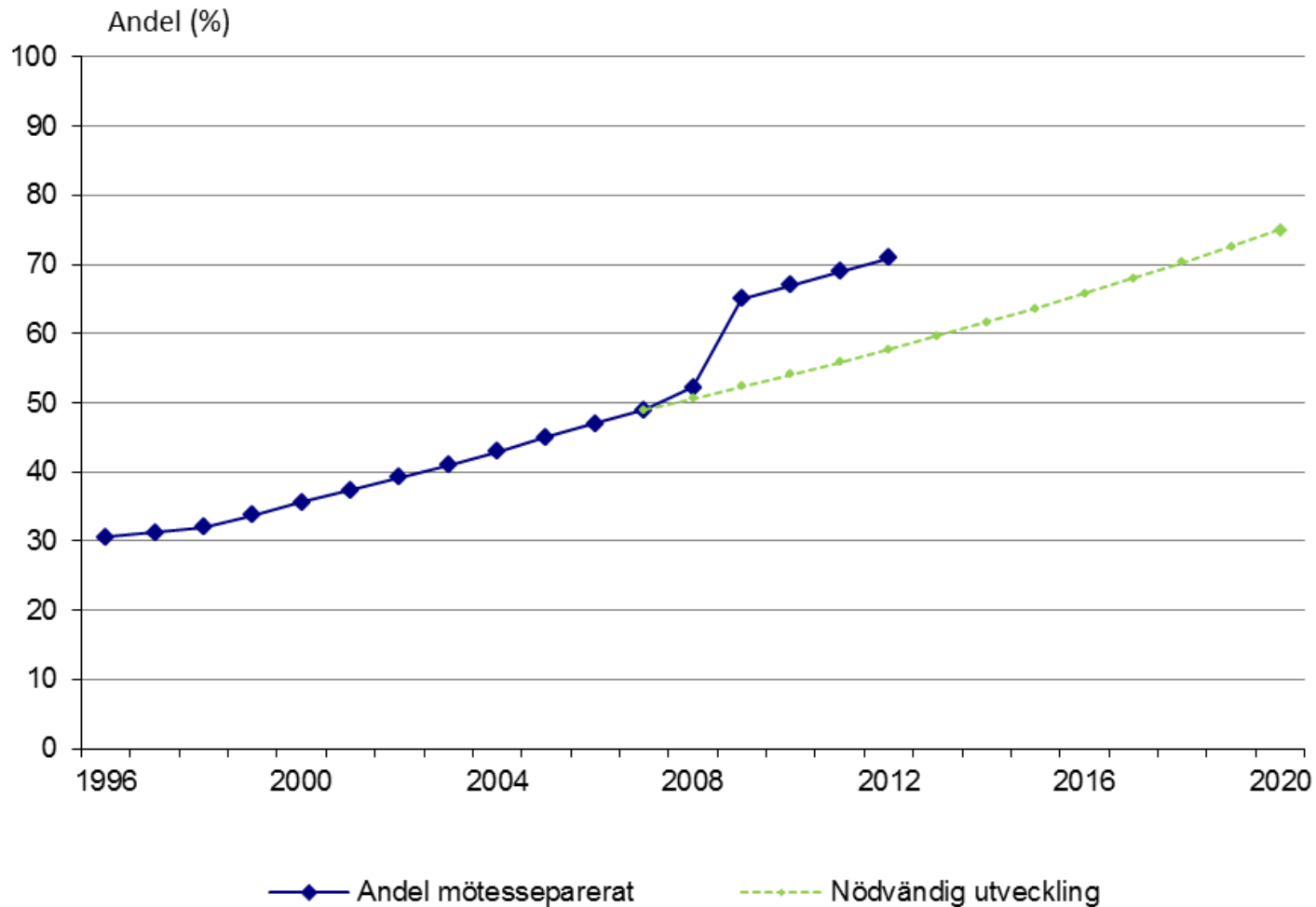
Safe passenger cars: 5-star EuroNCAP

Goal 2020: 80 % of traffic mileage



Safe state roads

Goal 2020: 75 %



Thank you for listening!

Questions:
anna.vadeby@vti.se

