

Swedish Road Administration in Borlänge

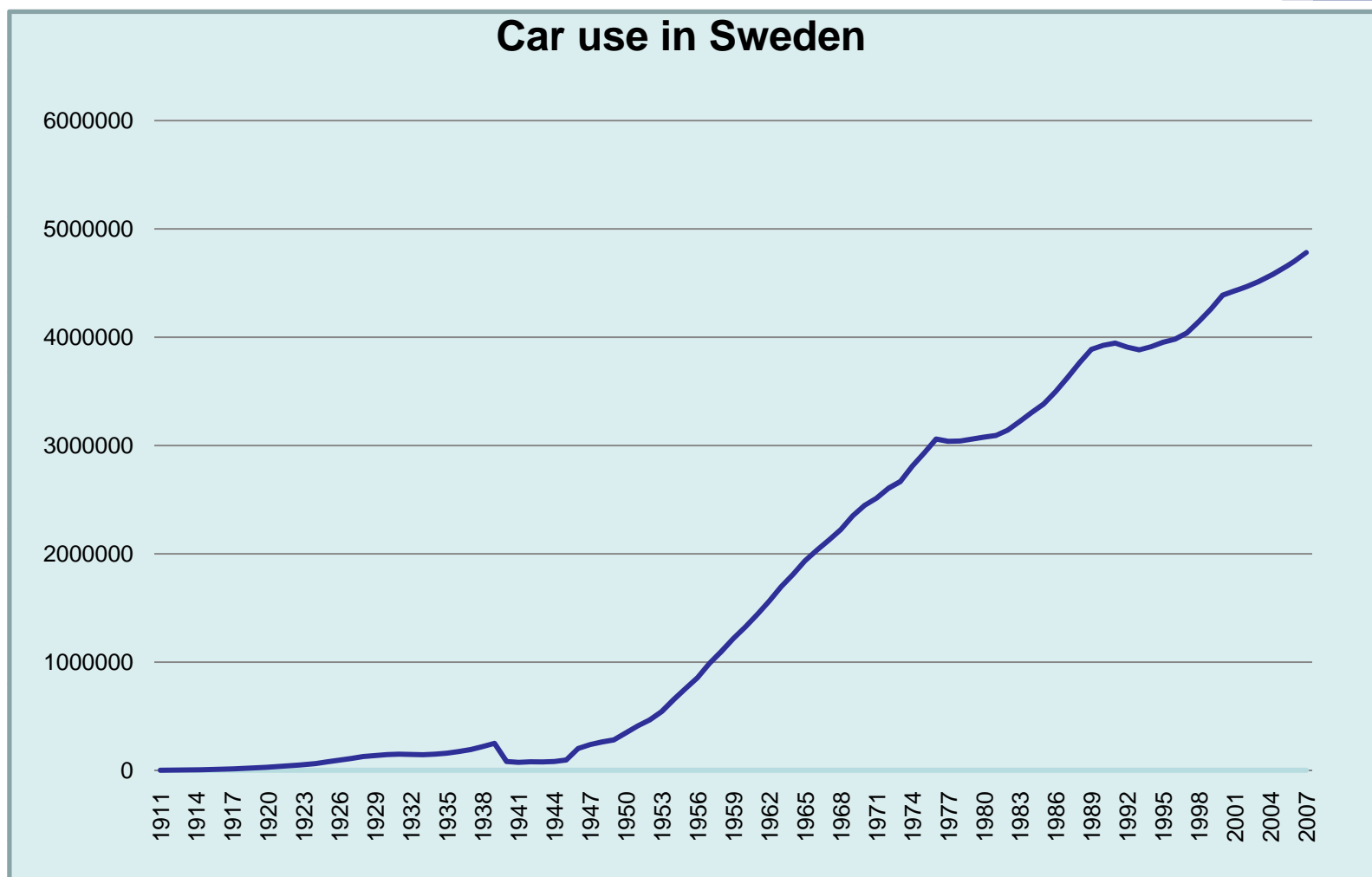
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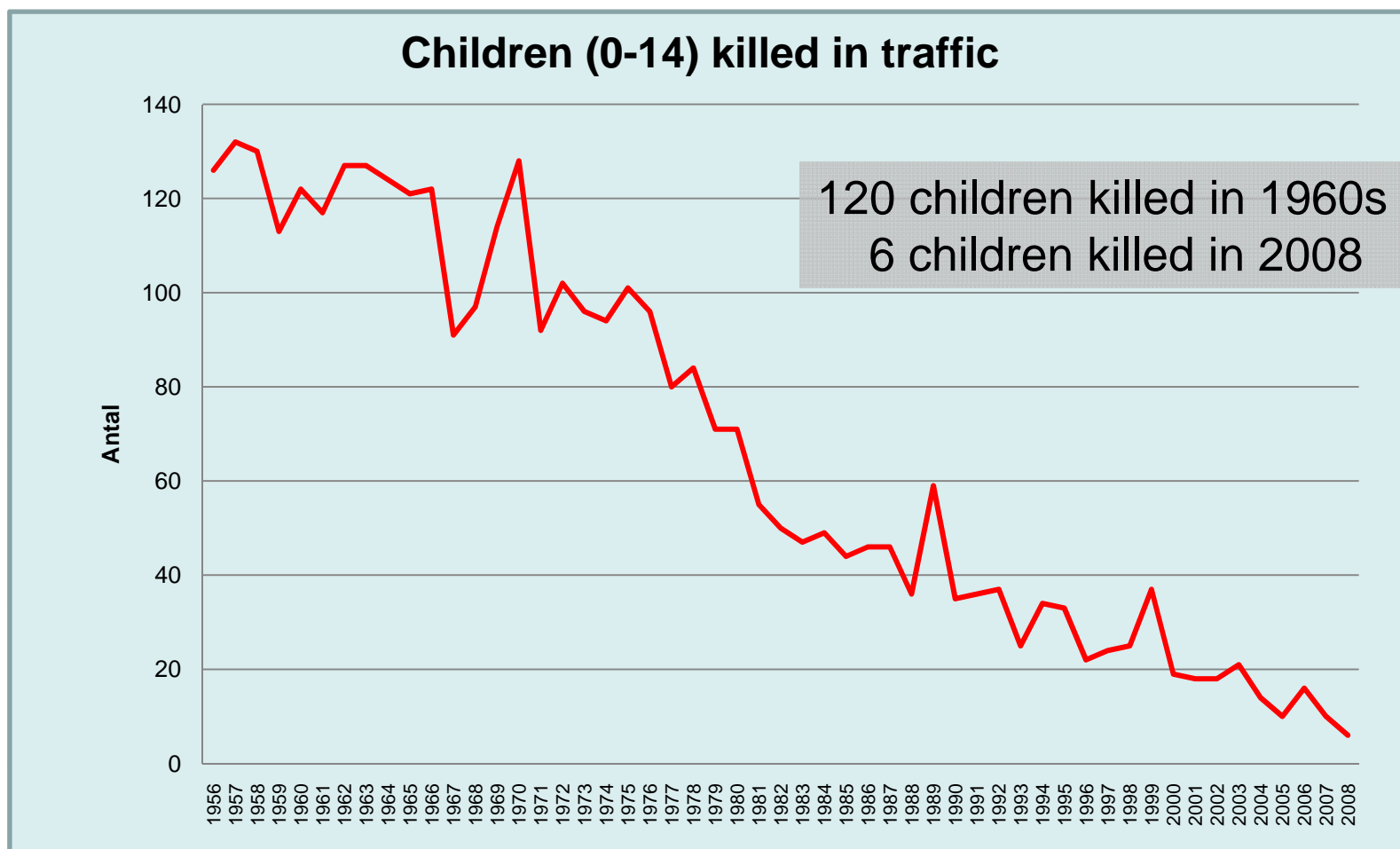
Expert on child safety and their access to the traffic system

Working also on implementing UN Convention on Human Rights of Children
in Swedish Road Administration's activities

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Despite the sharp increase in the number of cars, the number of children killed in traffic accidents has declined since the mid-1970s



In the 1950s: lot of road safety education
But since 1960s, road safety education in school has been reduced by more than 50%, while child road deaths decreased from 200 down to 6 in 2008



1970s: Stina Sandels' research results:

It is not feasible to educate small children about traffic, as they are not developed enough to handle complex situations such as road traffic

Vision Zero for children:

New philosophy: It is no longer the child that should adapt to traffic conditions but the traffic conditions that should be adapted – as far as possible- to children's limitations

The responsibility to protect children from road danger always lays with the adults

Transport, environment, community planning and traffic education of adults are integrated. Different actors involved



Skolverket



Then how can we explain the sharp decrease in the number of children killed in traffic in Sweden?

1/ SCAFT - Guiding principle for urban planning with consideration to traffic safety

2/ Laws and recommendations to protect children:
Child safety is a priority area in Sweden

3/ The development of child-care services

4/ Less independent mobility



Traffic calming measures: speed humps



Separated cycle routes



Separated pedestrian routes to school

SCAFT 1968: 4 principles

- Locate
- Separate
- Differentiate
- Clearness

Typical SCAFT area: residential area

Safe children playgrounds

Car-free area

Parking places





Laws and Recommendations related to children (0-17)

Since 1970: the Swedish government recommends that children travel rearward facing up to the age of 4 years old

1975 Law: Mandatory Motorcycle Helmet

1976 School Sign on busses

1978 Law: Mandatory Moped Helmet

1988 Act on the seat belt / child restraints in the backseat

1998 Municipalities have the right to decide on the 30 km/h in urban areas

2000 Increased use of speed reducing measures in urban areas

2004 All new busses (except busses in cities) should be fitted with seat belts
on all seats

2005 Law: Mandatory bicycle helmets for children under 15 years

2007 Children who are shorter than 135 centimeters have to use an
appropriate child seat (EU Directive)



Child-care services

Since the 1960s, child care services expanded to now include almost all younger children.

Children in child care are in a fenced area and supervised by adults in out play activities.

Often child-care services are provided where parents work: thus reducing the risk of accidents by reducing travel demand





Less independent mobility

Reports from other countries show that children's freedom of movement has declined dramatically in the last decade. In Sweden we have also had a reduction, but not as dramatic as in, for example, Great Britain

Less independent mobility is safer for children but is not good for their health in the long term. When we make traffic environment safer it is possible for more children to walk independently to school. That is our challenge for the future

How children 6-15 year get to school today?

Walking

Cycling

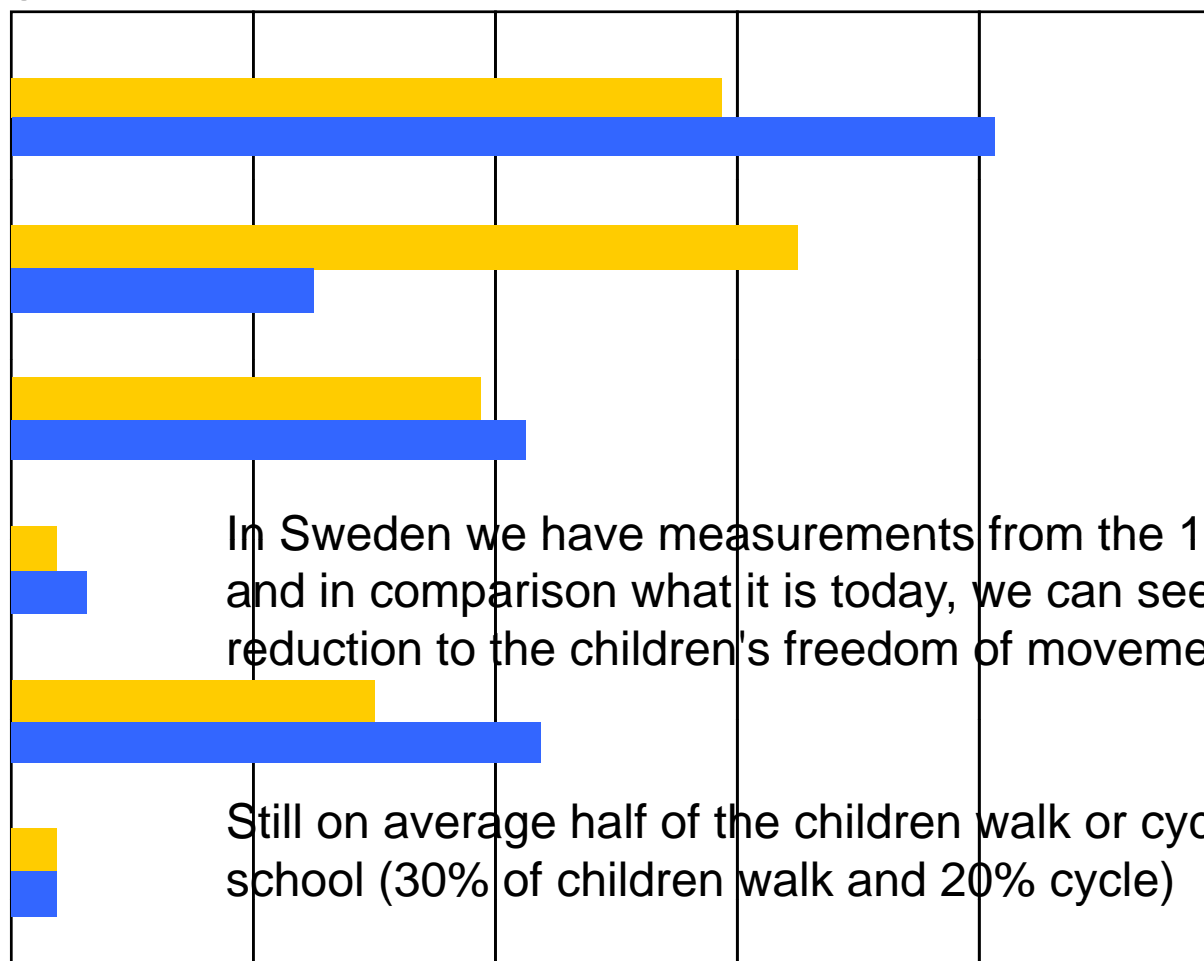
Bus

Taxi

Private Car

Others

10 % 20 % 30 % 40 % 50 %



In Sweden we have measurements from the 1980s and in comparison what it is today, we can see a reduction to the children's freedom of movement.

Still on average half of the children walk or cycle to school (30% of children walk and 20% cycle)



Summer



Winter

Work in progress:

After an accident involving a child a GIS-program (geographical information system) is used to find for correlation between the accident and how the traffic environment is designed. Then remedial measures are proposed.

