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TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION



A Global Culture (R)evolution

It is up to every individual to survive in a harsh environment

We have to accept some victims

It can never be acceptable that people are killed or seriously injured

Vision Zero – a Swedish Contribution to the Global Community

In October 1997, Vision Zero was passed by a large majority in the Swedish Parliament.

“It can never be ethically acceptable that people are killed or seriously injured when moving within the transport system.”



Vision Zero a policy innovation

	Traditional	Vision Zero
What is the problem?	Accidents	Fatalities and serious injuries
What causes the problem?	Human factors	Humans make mistakes Humans are fragile
Responsibility?	Individual road users	System designers
Peoples demand for road safety?	People don't want safety	People want safety
What is the appropriate goal?	Optimum number of fatalities and serious	Eliminate fatalities and serious injuries

Rural safety



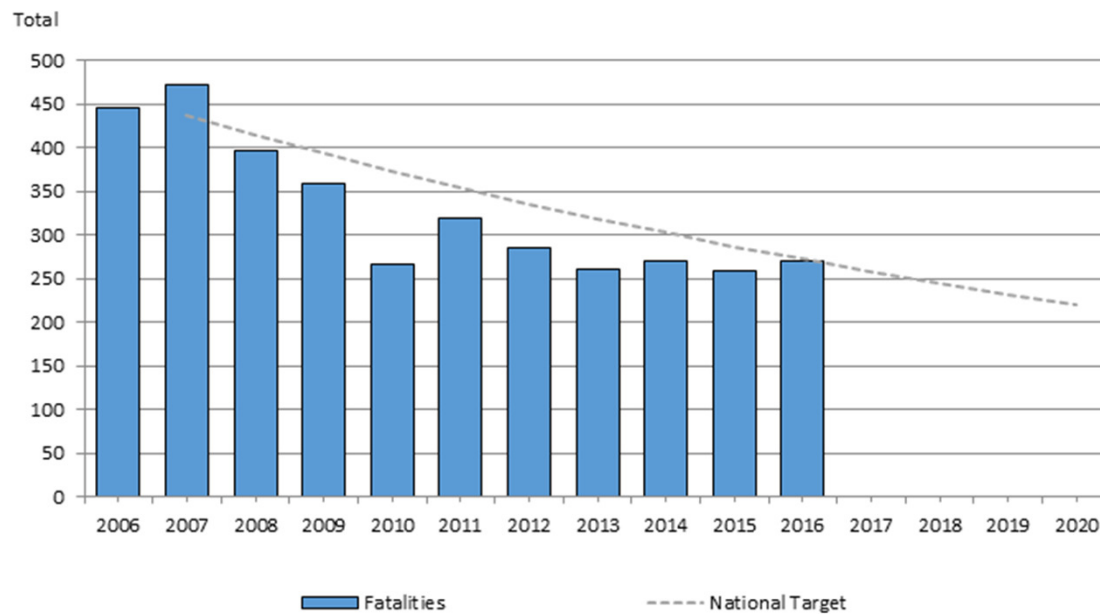
Quantified target – 50 % reduction same figure but different approaches

	Traditional planning approach	Vision Zero
What is starting point?	People are killed and injured	Create a safe road transport system
Method for setting the target?	Quantified targets more or less a calculated outcome	Quantified targets based on appropriate pace
What is the major strategy?	Incremental approach to reduce problems	Innovate approach to achieve a safe system
What role does the target play? ?	Targets and indicators should be reached	Targets and indicators is a mean to achieve a safe system
What is the general approach?	Bottom-up	Top-down

Management by objectives – steps to achieve a safe system

	Indicator	Initial	2016	Target 2020
Outcome indicators	Fatalities	440	270	220
	Severe injuries	5400	4600	4000
System indicators	Safe state roads	50 %	75 %	75 % - 90 %
	Safe VRU crossings (urban)	19 %	26%	35 %
	Maintenance Bicycle network	18 %	40 %	70 %
	Vehicle safety	20%	67 %	80 %
Safe use indicators	Speed compliance, rural roads	43 %	44 %	80 %
	Speed compliance, urban streets	64 %	67 %	80 %
	Sober traffic	99,71 %	99,76 %	99,90 %
	Belt use	96 %	98 %	99 %
	Helmet use			
	- Bicycles	27 %	33 %	70 %
	- Mopeds (50cc)	96 %	95 %	99 %

Road traffic fatalities in Sweden, and target for 2020



www.trafikverket.se/en/startpage/Operations/Operations-road/vision-zero-academy/

