



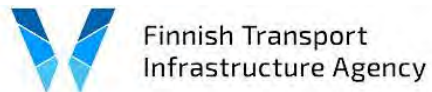
Väylävirasto
Trafikledsverket

Pilot Implementation in Finland

Maija Rekola

16.1.2023

Agencies



Companies



Nordic Railways Ltd

Finnish Rail

Turku One Hour Train

Itärata Oy



Finnish Transport
Infrastructure Agency



TRAFICOM

Liikenne- ja viestintävirasto

Planning, development
and maintenance of
state infrastructure
network

Operational responsibility for
implementing the objectives
for route maintenance in the
national transport system

Services

Fintraffic Road
(road traffic control)

Fintraffic VTS
(maritime traffic control)

Fintraffic Railway
(rail traffic control)

Fintraffic ANS
(air Navigation Services)

Official regulatory,
licensing, registration
and supervision duties

Assisting the Ministry of
Transport and
Communications with the
coordination of the
objectives for the
national transport system



Centre for Economic Development,
Transport and the Environment

Arterial road design, maintenance and development.
National transport system policies are agreed upon as
per the requirements of the regional transport system.

Road Statistics

Finland has approx.

78 000

km of highway

Motorways,
approx.

890 km

Pedestrian and
bicycle lanes

6 000 km

Passenger transport
amounts to

90%

and freight
transport to

63 %

of all road transports

270
million tonnes of
goods carried by
lorries annually

By bus

352

million journeys
of which

80 %

In cities

Street network

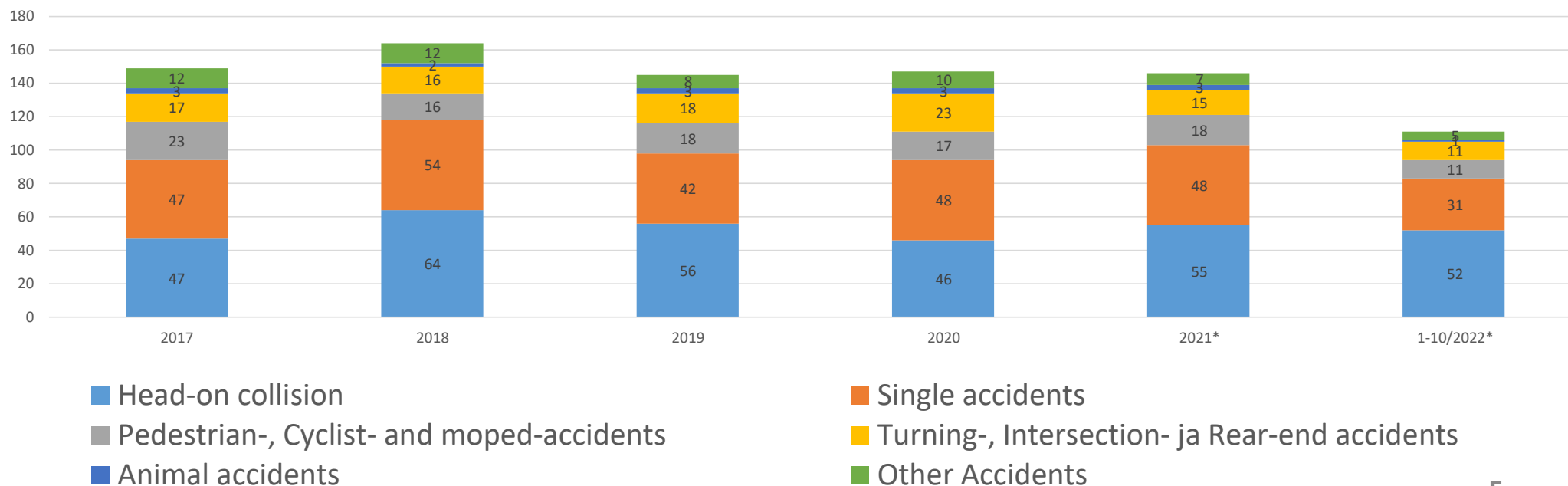
26 000 km

Private roads

350 000 km

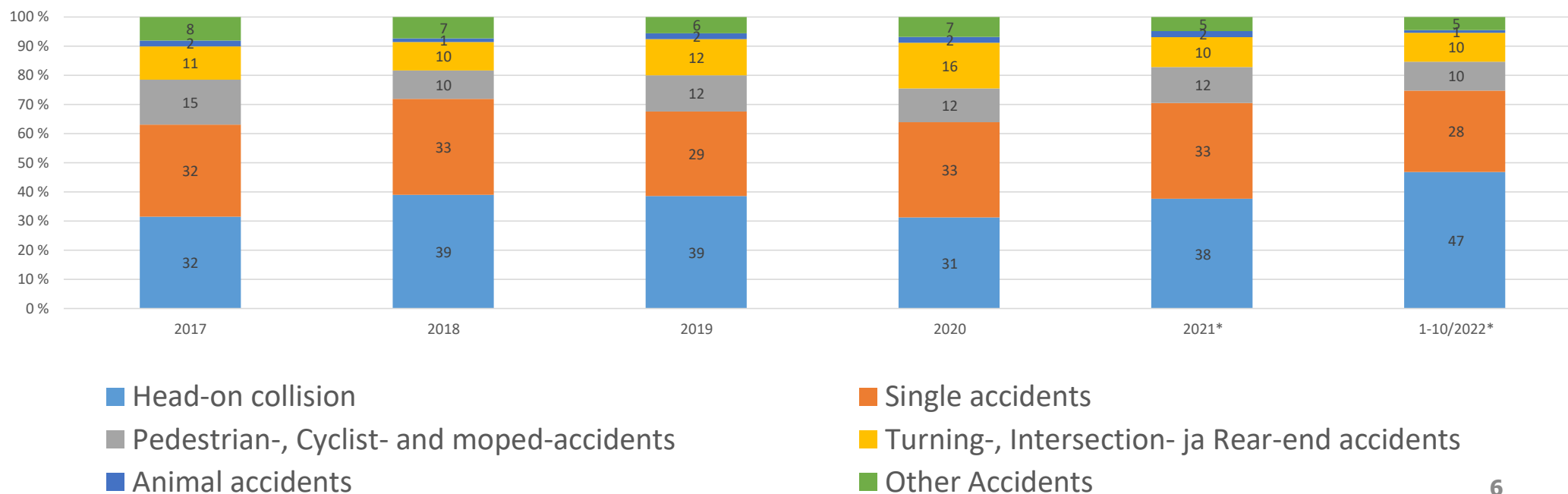
Fatal accidents on the Finnish state-owned road network

*2021 ja 2022 preliminary, Source: Statistics Finland /FTIA

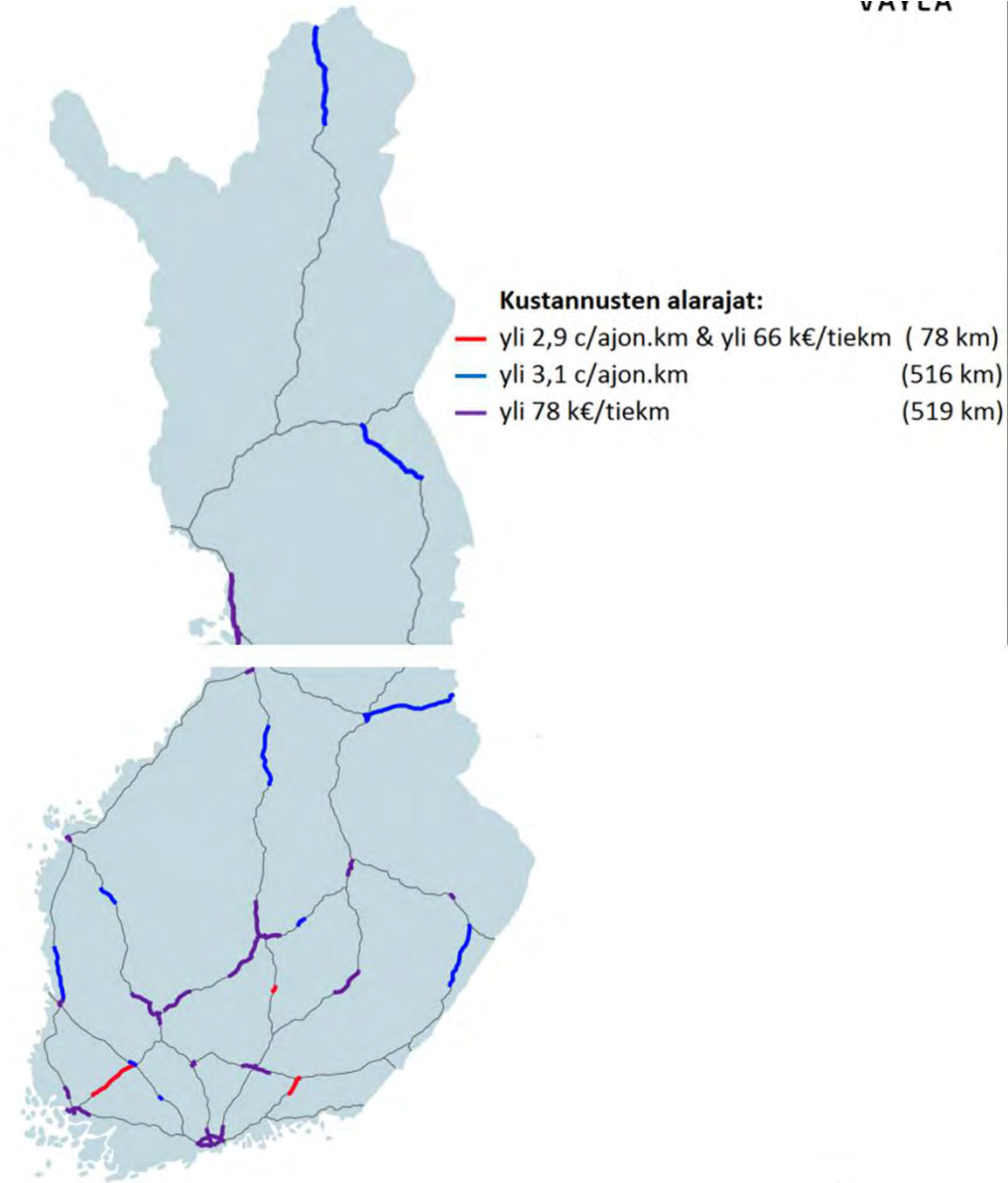


Fatal accidents on the Finnish state-own road network

*2021 ja 2022 preliminary, Source: Statistics Finland /FTIA



Traffic safety assessment by TARVA 2020



Pilot Implementation, Road Safety



Noora
Airaksinen,
Chief Specialist
Road Safety



Maija Rekola
Specialist,
Transport
System



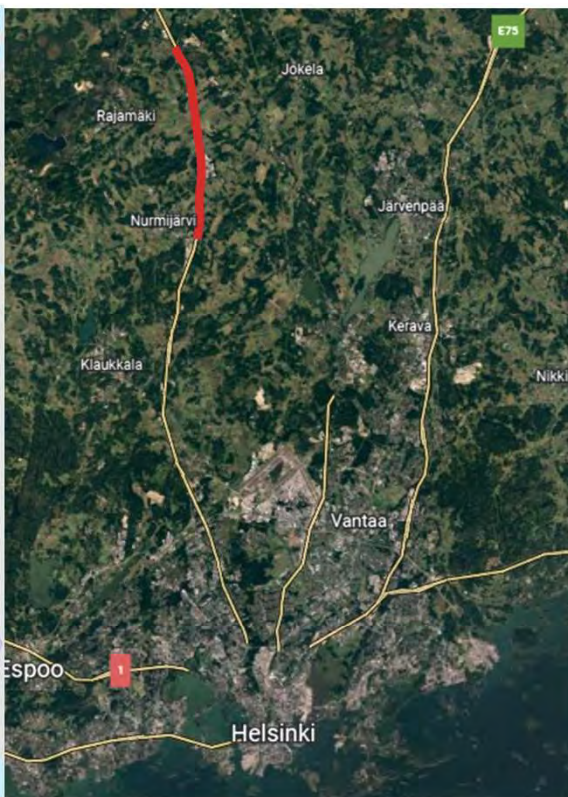
Jari Gröhn
Specialist,
Transport
System

- Ilkka Aaltonen, Specialist, Road data
- Finnish Transport And Communications Agency

Selected road axis



Road Axis 1: Nurmijärvi- Hyvinkää (E12 / Finnish Main road 3) rural Motorway



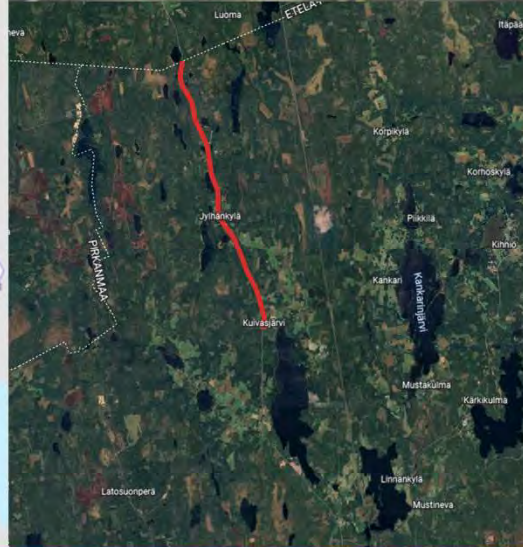
Road type: Rural motorway

Length: 13 km

Cross section: 2 lanes per direction

Junctions: Grade-separated interchanges inside the section

Road Axis 2: Tampere-Vaasa (E12/ Finnish Main Road 3)

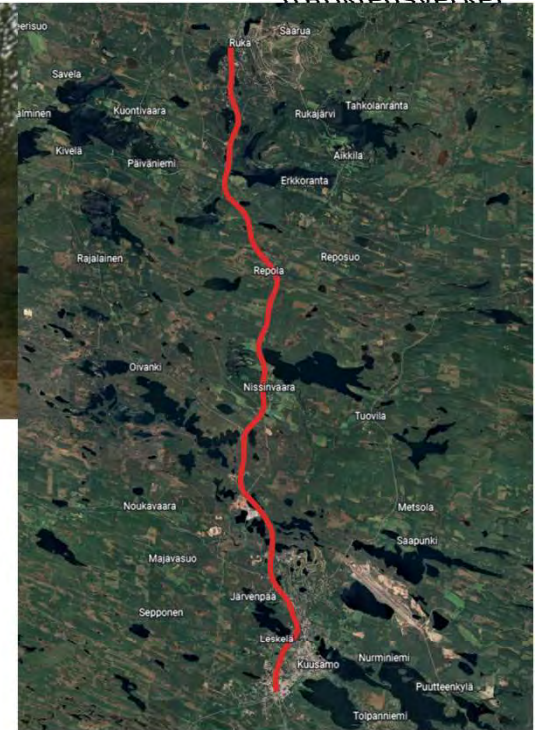
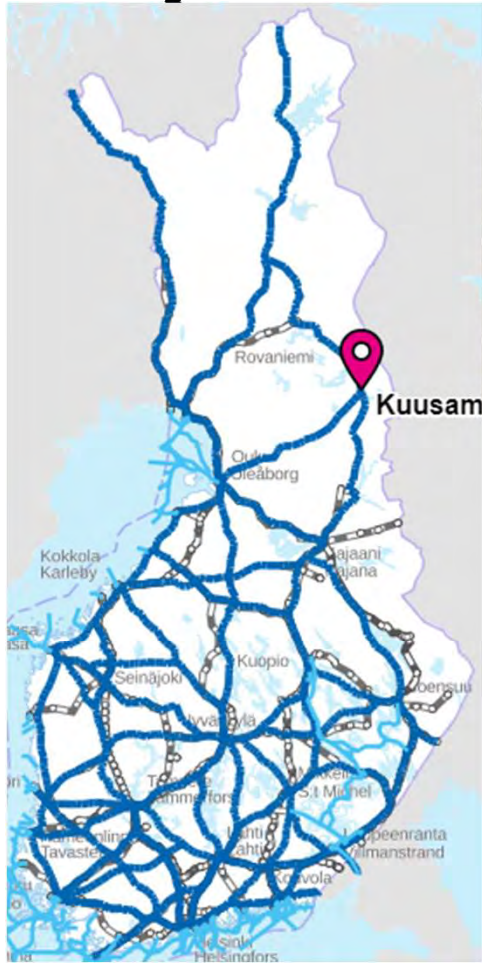


Road type: Undivided primary road
Length: 12,0km
Cross section: 1 lane per direction,
passing lanes (divided)
Junctions: at-grade intersections

Road Axis 3: Kuusamo- Ruka E63 (Finnish Main Road 5)



Väylävirasto
Trafikledsverket



Road type: Undivided primary road
Length: 25,0km
Cross section: 1 lane per direction
Junctions: at-grade intersections

Data sources and data availability

Crash data: Finnish Transport Infrastructure Agency database / Statistics Finland database / Reference data: Finnish Transport and Communications Agency

Speed limits data: Finnish Transport Infrastructure Agency database

Traffic data: Finnish Transport Infrastructure Agency database

Geometric data:

- Finnish Transport Infrastructure Agency database
- detailed geometric data collected using Google Maps/ Google Earth aerial images, Street View and Finnish Transport Infrastructure Agency database.
- The data for Roadside Hazard rating was not available and the section was assessed using Google Street view and aerial picture data from Finnish Transport Infrastructure Agency database

Results, Axis 1

Proactive method, motorway section - direction North (N) and South (S) from Helsinki- Tampere motorway E12, Nurmijärvi

Direction	Segment no.	Segment	Length	RF						NWA Score
				LW	RS	CU	IC	PB	OC	
N	1	3/106/0-10	4230	1,000	1,000	1,000	1,000	1,000	0,950	95,000
N	2	3/106/4230	4230	1,000	1,000	1,000	1,000	1,000	0,950	95,000
N	3	3/106/8460	4227	1,000	1,000	1,000	1,000	1,000	0,950	95,000
S	1	3/106/0-10	4229	1,000	1,000	1,000	1,000	1,000	0,950	95,000
S	2	3/106/4230	4230	1,000	1,000	1,000	1,000	1,000	0,950	95,000
S	3	3/106/8460	4227	1,000	1,000	1,000	1,000	1,000	0,950	95,000

Reactive method reference data,

Direction North

Reference data - Road sections	
Data on the road under assessment:	
Time period of accident data (years)	3
Total n. accidents	5
Total length of all road sections (km)	13
Data on the Reference Population to which the road sections belong:	
Total km of roads	930
Total n. accidents	585
Average AADT	23 094
Average accident density - calculated (<i>acc./km</i>)	0,21
Average accident density - input (<i>acc./km</i>)	
Average accident rate - calculated (<i>acc./veh.*km</i>)	2,49
Average accident rate - input (<i>acc./veh.*km</i>)	
Average AADT - calculated	-

Direction South

Reference data - Road sections	
Data on the road under assessment:	
Time period of accident data (years)	3
Total n. accidents	4
Total length of all road sections (km)	13
Data on the Reference Population to which the road sections belong:	
Total km of roads	930
Total n. accidents	585
Average AADT	23 094
Average accident density - calculated (<i>acc./km</i>)	0,21
Average accident density - input (<i>acc./km</i>)	
Average accident rate - calculated (<i>acc./veh.*km</i>)	2,49
Average accident rate - input (<i>acc./veh.*km</i>)	
Average AADT - calculated	-

Direction North

Section code	Start point (km)	End point (km)	Input Length (km)	n. accidents	AADT	Lower Accident CI	Upper Accident CI	Lower Acc. Density	Upper Acc. Density	Lower Acc. Rate	Upper Acc. Rate	By Acc. Density	By Acc. Rate	Final ranking
												Status	Status	Status
1			5,744	3	12 192	1	9	0,06	0,52	1,3	11,73	Unsure	Unsure	Unsure
2			5,718	1	12 192	1	6	0,06	0,35	1,31	7,85	Unsure	Unsure	Unsure
3			1,226	1	12 192	1	6	0,27	1,63	6,11	36,63	High Risk	High Risk	High Risk

Direction South

Section code	Start point (km)	End point (km)	Input Length (km)	n. accidents	AADT	Lower Accident CI	Upper Accident CI	Lower Acc. Density	Upper Acc. Density	Lower Acc. Rate	Upper Acc. Rate	By Acc. Density	By Acc. Rate	Final ranking
												Status	Status	Status
1			7,084	4	12 192	2	11	0,09	0,52	2,11	11,62	Unsure	Unsure	Unsure
2			4,378	0	12 192	0	4	0	0,3	0	6,84	Unsure	Unsure	Unsure
3			1,226	0	12 192	0	4	0	1,09	0	24,42	Unsure	Unsure	Unsure

Integrated method

Direction North

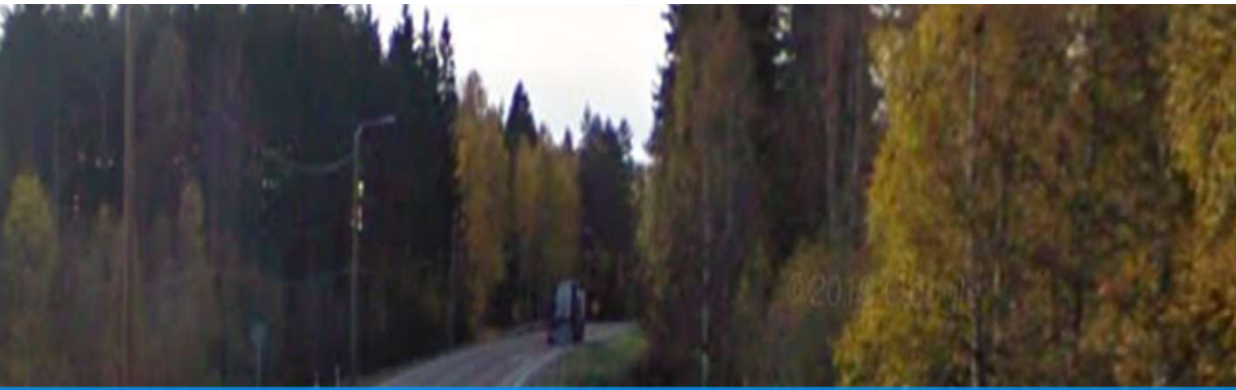
Proactive						Reactive						Integrated							
Direction	Segment no.	Segment Road address	Length	NWA Score	NWA classification	Segment start	Segment start road length	Segment End	Segment End Road length	Length	Reactive segment nr.	Reactive classification	Segment start	Segment start road length	Segment End	Segment End Road length	Segment length	Segment nr.	NWA integrated
N	1	3/106/0-106/4229	4229	95,000	Low Risk	106	0	106	5744	5744	1	unsure							
N	2	3/106/4230-3/106/84	4230	95,000	Low Risk	106	5744	106	11462	5718	2	unsure	106	0	106	11462	11462	1	Low Priority (class2)
N	3	3/106/8461-3/106/12688	4227	95,000	Low Risk	106	11462	106	12688	1226	3	high risk	106	11462	106	12688	1226	2	Very High Priority (class 5)

Low Priority (class2)	90
Very High Priority (class 5)	10

Integrated method

Direction South

Proactive						Reactive						Integrated							
Direction	Segment no.	Segment Road address	Length	NWA Score	NWA classification	Segment start	Segment start road length	Segment End	Segment End Road length	Length	Reactive segment nr.	Reactive classification	Segment start	Segment start road length	Segment End	Segment End Road length	Segment length	Segment nr.	NWA integrated
S	1	3/106/0-106/4230	4230	95,000	Low Risk	106	0	106	7084	7084	1	Unsure							
S	2	3/106/4230-3/106/8460	4230	95,000	Low Risk	106	7084	106	11462	4378	2	Unsure							
S	3	3/106/8460-3/106/12688	4228	95,000	Low Risk	106	11462	106	12688	1226	3	Unsure	106	0	106	12688	12688	1	Low Priority (class2)



Results, Axis 2



Proactive method

Segment	Segment	length km	RF									NWA Score	
			LW	RS	CU	PA	JU	PB	SW	PL	SM		
1	3/219/3300-3/219/4450	1,15	1	1	1	0,762195	0,952419	0,057061	0,825764	1	1	3,42	high risk
2	3/219/4450- 3/219/4488	0,038	1	1	0	1	1	0,057061	0,940734	1	1	5,37	high risk
3	3/219/4488 - 3/219/5331	0,843	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk
4	3/219/5331 - 3/219/6244	0,913	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk
5	3/219/6244 - 3/219/7008	0,764	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk
6	3/219/7008 -3/220/2000	2,29	1	1	0	0,798085	0,983212	0,065331	0,940734	1	1	4,82	high risk
7	3/220/2000 - 3/220/3928	1,928	1	1	0	0,798085	1	0,057061	0,825764	1	1	3,76	high risk
8	3/220/3928 - 3/220/4616	0,688	1	1	0	0,66313	1	0,057061	0,825764	1	1	3,12	high risk
9	3/220/4616 - 3/220/6261	1,645	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk
10	3/220/6261 - 3/220/7911	1,65	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk
11	3/220/7911 - 3/220/8098	0,187	1	1	0	0,798085	1	0,057061	0,825764	1	1	3,76	high risk

Reactive method

Reference data - Road sections	
Data on the road under assessment:	
Time period of accident data (years)	3
Total n. accidents	1
Total length of all road sections (km)	12
Data on the Reference Population to which the road sections belong:	
Total km of roads	7 264
Total n. accidents	1 424
Average AADT	3 908
Average accident density - calculated (acc./km)	0,07
Average accident density - input (acc./km)	
Average accident rate - calculated (acc./veh.*km)	4,58
Average accident rate - input (acc./veh.*km)	
Average AADT - calculated	-

Section code	Start point (km)	End point (km)	Input Length (km)	n. accidents	AADT	Lower Accident CI	Upper Accident CI	Lower Acc. Density	Upper Acc. Density	Lower Acc. Rate	Upper Acc. Rate	By Acc. Density	By Acc. Rate	Final ranking
												Status	Status	Status
1			3,998	0	4 339	0	4	0	0,33	0	21,04	Unsure	Unsure	Unsure
2			3,931	0	4 339	0	4	0	0,34	0	21,4	Unsure	Unsure	Unsure
3			4,167	1	4 263	1	6	0,08	0,48	5,14	30,82	High Risk	High Risk	High Risk

Integrated method

Proactive					Reactive					Integrated						
Proactive segment nr	Segment	length m	Proactive Score	Proactive classification	Reactive segment nr	Start point (km)	End point (km)	length m	Reactive classification	Segment start	Segment start road lengt	Segment End	Segment End Road length	Length (m)	Integrated segment nr	NWA integrate d
1	3/219/3300-3/219/4450	1150	3,42048	high risk												
2	3/219/4450- 3/219/4488	38	5,367889	high risk				3998								
3	3/219/4488 - 3/219/5331	843	6,145886	high risk												
4	3/219/5331 - 3/219/6244	913	6,145886	high risk												
5	3/219/6244 - 3/219/7008	764	6,145886	high risk	1	219/3300	220/0		Unsure							
6	3/219/7008 -3/220/2000	2290	4,822595	high risk				3931								
7	3/220/2000 - 3/220/3928	1928	3,760465	high risk	2	220/0	220/3931		Unsure	219	3300	220	3931	7929	1	High Priority (class 4)
8	3/220/3928 - 3/220/4616	688	3,124577	high risk												
9	3/220/4616 - 3/220/6261	1645	6,145886	high risk				4167								
10	3/220/6261 - 3/220/7911	1650	6,145886	high risk												
11	3/220/7911 - 3/220/8098	187	3,760465	high risk	3	220/3931	220/8098		High risk	220	3931	220	8098	4167	2	Very High Priority (class 5)

High Priority (class 4)	66
Very High Priority (class 5)	34



Results, Axis 3

Proactive method,

Segment	Segment s	Segment s	Segment l	Segment l	length	RF									NWA Score	
						LW	RS	CU	PA	JU	PB	SW	PL	SM		
1	356	0	356	410	410	1	1	1	1	0,954487	0,065331	0,911577	1	1	5,68435629	high risk
2	356	410	356	1410	1000	1	1	1	0,914913	1	0,065331	0,911577	1	1	5,44867616	high risk
3	356	1410	356	1581	171	1	1	1	1	0,660066	0,065331	0,911577	1	1	3,9309591	high risk
4	356	1581	356	2474	893	1	1	0,973054	0,914913	0,834053	0,065331	0,911577	1	1	4,42203235	high risk
5	356	2474	356	2695	221	1	1	0,973054	0,798085	0,886955	0,065331	0,911577	1	1	4,1020315	high risk
6	356	2695	356	3293	598	1	1	1	1	0,840106	0,065331	0,911577	1	1	5,00316939	high risk
7	356	3293	357	1288	1288	1	1	1	0,914913	0,961553	1	0,911577	1	1	80,1948271	Low risk
8	357	1288	357	3000	1712	1	1	1	0,798085	0,992464	0,065331	0,911577	1	1	4,71709636	high risk
9	357	3000	357	4750	1750	1	1	1	0,798085	1	0,065331	0,911577	1	1	4,75291543	high risk
10	357	4750	357	5900	1150	1	1	1	0,914913	1	0,071077	0,911577	1	1	5,92788629	high risk
11	357	5900	357	6934	1034	1	1	1	0,874126	0,963564	0,065331	0,911577	1	1	5,01609182	high risk
12	359	0	359	1200	1200	1	1	1	0,874126	0,968445	0,065331	0,911577	1	1	5,04150292	high risk
13	359	1200	359	3200	2000	1	1	0,941817	0,835422	1	0,057061	0,825764	1	1	3,70736179	high risk
14	359	3200	359	5200	2000	1	1	0,941928	0,874126	1	0,057061	0,825764	1	1	3,87957703	high risk
15	359	5200	359	6138	938	1	1	0,932217	0,874126	0,98633	0,057061	0,825764	1	1	3,78709158	high risk
16	360	0	360	2000	2000	1	1	0,927071	0,914913	1	0,057061	0,825764	1	1	3,99655187	high risk
17	360	2000	360	4000	2000	1	1	0,937718	0,835422	1	0,057061	0,825764	1	1	3,69122805	high risk
18	360	4000	361	1000	1300	1	1	0,937841	0,874126	0,970801	0,057061	0,825764	1	1	3,7499568	high risk
19	361	1000	361	2533	1533	1	1	1	0,835422	1	0,057061	0,825764	1	1	3,93639321	high risk
20	361	2533	361	4369	1836	1	1	1	0,914913	1	0,057061	0,825764	1	1	4,3109448	high risk
21	361	4369	361	4641	272	1	1	1	1	0,728232	0,065331	0,940734	1	1	4,47563224	high risk

Reactive method



Väylävirasto
Trafikledsverket

Reference data - Road sections	
Data on the road under assessment:	
Time period of accident data (years)	3
Total n. accidents	6
Total length of all road sections (km)	25
Data on the Reference Population to which the road sections belong:	
Total km of roads	7 264
Total n. accidents	1 424
Average AADT	3 908
Average accident density - calculated (acc./km)	0,07
Average accident density - input (acc./km)	
Average accident rate - calculated (acc./veh.*km)	4,58
Average accident rate - input (acc./veh.*km)	
Average AADT - calculated	-

Input for road sections												Ranking		
												By Acc. Density	By Acc. Rate	Final ranking
Section code	Start point (km)	End point (km)	Input Length (km)	n. accidents	AADT	Lower Accident CI	Upper Accident CI	Lower Acc. Density	Upper Acc. Density	Lower Acc. Rate	Upper Acc. Rate	Status	Status	Status
1			1,581	1	5 447	1	6	0,21	1,27	10,6	63,58	High Risk	High Risk	High Risk
2			0,892	1	7 457	1	6	0,37	2,24	13,72	82,32	High Risk	High Risk	High Risk
3			0,82	1	8 116	1	6	0,41	2,44	13,71	82,28	High Risk	High Risk	High Risk
4			1,288	1	6 948	1	6	0,26	1,55	10,2	61,19	High Risk	High Risk	High Risk
5			5,646	0	6 091	0	4	0	0,24	0	10,61	Unsure	Unsure	Unsure
6			1,016	0	6 138	0	4	0	1,31	0	58,54	Unsure	Unsure	Unsure
7			5,122	0	4 280	0	4	0	0,26	0	16,65	Unsure	Unsure	Unsure
8			4,3	1	3 515	1	6	0,08	0,47	6,04	36,23	High Risk	High Risk	High Risk
9			4,641	1	3 515	1	6	0,07	0,43	5,59	33,57	High Risk	High Risk	High Risk

Integrated method



Väylävirasto
Trafikledsverket

Proactive								Reactive						Integrated								
Segment	Segment start road	Segment start road length	Segment End	Segment End Road length	length	NWA Score	NWA classification	Segment start	Segment start road length	Segment End	Segment End Road length	Length	Reactive segment nr.	Reactive classification	Segment start	Segment start road length	Segment End	Segment End Road length	Segment number	NWA integrated	length	
1	356	0	356	410	410	5,68	high risk															
2	356	410	356	1410	1000	5,45	high risk															
3	356	1410	356	1581	171	3,93	high risk	356	0	356	1581	1581	1	high risk								
4	356	1581	356	2474	893	4,42	high risk	356	1581	356	2473	892	2	high risk								
5	356	2474	356	2695	221	4,10	high risk															
6	356	2695	356	3293	598	5,00	high risk	356	2473	356	3293	820	3	high risk								
7	356	3293	357	1288	1288	80,19	Low risk	356	3293	357	1288	1288	4	high risk	356	0	357	1288	1	Very high priority, class 5	4581	
8	357	1288	357	3000	1712	4,72	high risk															
9	357	3000	357	4750	1750	4,75	high risk				6934	5646										
10	357	4750	357	5900	1150	5,93	high risk															
11	357	5900	357	6934	1034	5,02	high risk	357	1288	357			5	Unsure				6138				
12	357	6934	359	1200	1200	5,04	high risk	357	6934	359	1016	1016	6	Unsure								
13	359	1200	359	3200	2000	3,71	high risk															
14	359	3200	359	5200	2000	3,88	high risk				6138	5122										
15	359	5200	359	6138	938	3,79	high risk	359	1016	359			7	Unsure	357	1288	359		2	High Priority, class 4	11784	
16	359	6138	360	2000	2000	4,00	high risk															
17	360	2000	360	4000	2000	3,69	high risk	359	6138	360	4300	4300	8	high risk								
18	360	4000	361	1000	1300	3,75	high risk															
19	361	1000	361	2533	1533	3,94	high risk															
20	361	2533	361	4369	1836	4,31	high risk															
21	361	4369	361	4641	272	4,48	high risk	360	4300	361	4641	4641	9	high risk	359	6138	361	4641	3	Very high priority, class 5	8941	

Class 5	13522	53
Class 4	11784	47



Findings

- Most of the data was available on Finnish Transport Infrastructure Agency database.
- The biggest challenge was the roadside Hazard Rating.
- We have high goals on increasing cycling and walking. The method should also support these goals.
 - Cycling and pedestrian traffic are allowed on almost every Finnish main road excluding motorways. Segregated paths for cyclists and pedestrians are built mainly in the urban areas where greatest user potential is recognized.
 - During the proactive assessment it means that the lack of segregated path for cyclist and pedestrians significantly reduces the NWA score. Which means that almost all sections on the Finnish main road network would be classified as "high risk" roads with proactive method.
 - The NWA method does not take into account the population density along the road or the amount of cyclist or pedestrian traffic, both of which are usually very low in Finland outside urban areas.
 - > cycling network of the City regions and national cycling networks should be taken into account.
 - >It might be better to make a separate assessment for pedestrians and cyclists
- For our network, it is important to have a method that identifies the safety effects of divided roads.

Bike and pedestrian included or not?



			RF											
Segment	Segment	length km	LW	RS	CU	PA	JU	PB	SW	PL	SM	NWA Score		
1	3/219/3300-3/219/4450	1,15	1	1	1	0,762195	0,952419	0,057061	0,825764	1	1	3,42	high risk	
2	3/219/4450- 3/219/4488	0,038	1	1	0	1	1	0,057061	0,940734	1	1	5,37	high risk	
3	3/219/4488 - 3/219/5331	0,843	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk	
4	3/219/5331 - 3/219/6244	0,913	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk	
5	3/219/6244 - 3/219/7008	0,764	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk	
6	3/219/7008 -3/220/2000	2,29	1	1	0	0,798085	0,983212	0,065331	0,940734	1	1	4,82	high risk	
7	3/220/2000 - 3/220/3928	1,928	1	1	0	0,798085	1	0,057061	0,825764	1	1	3,76	high risk	
8	3/220/3928 - 3/220/4616	0,688	1	1	0	0,66313	1	0,057061	0,825764	1	1	3,12	high risk	
9	3/220/4616 - 3/220/6261	1,645	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk	
10	3/220/6261 - 3/220/7911	1,65	1	1	0	1	1	0,065331	0,940734	1	1	6,15	high risk	
11	3/220/7911 - 3/220/8098	0,187	1	1	0	0,798085	1	0,057061	0,825764	1	1	3,76	high risk	

			RF											
Segment	Segment	length km	LW	RS	CU	PA	JU	PB	SW	PL	SM	NWA Score		
1	3/219/3300-3/219/4450	1,15	1	1	1	0,762195	0,952419		0,825764	1	1	59,94	intermediate risk	
2	3/219/4450- 3/219/4488	0,038	1	1	1	1	1		0,940734	1	1	94,07	low risk	
3	3/219/4488 - 3/219/5331	0,843	1	1	1	1	1		0,940734	1	1	94,07	low risk	
4	3/219/5331 - 3/219/6244	0,913	1	1	1	1	1		0,940734	1	1	94,07	low risk	
5	3/219/6244 - 3/219/7008	0,764	1	1	1	1	1		0,940734	1	1	94,07	low risk	
6	3/219/7008 -3/220/2000	2,29	1	1	1	0,798085	0,983212		0,940734	1	1	73,82	intermediate risk	
7	3/220/2000 - 3/220/3928	1,928	1	1	1	0,798085	1		0,825764	1	1	65,90	intermediate risk	
8	3/220/3928 - 3/220/4616	0,688	1	1	1	0,66313	1		0,825764	1	1	54,76	intermediate risk	
9	3/220/4616 - 3/220/6261	1,645	1	1	1	1	1		0,940734	1	1	94,07	low risk	
10	3/220/6261 - 3/220/7911	1,65	1	1	1	1	1		0,940734	1	1	94,07	low risk	
11	3/220/7911 - 3/220/8098	0,187	1	1	1	0,798085	1		0,825764	1	1	65,90	intermediate risk	

Proactive					Reactive					Integrated						
Proactive segment nr	Segment	length m	Proactive Score	Proactive classification	Reactive segment nr	Start point (km)	End point (km)	length m	Reactive classification	Segment start	Segment start road length	Segment End	Segment End Road length	Length (m)	Integrated segment nr	NWA integrated
1	3/219/3300-3/219/4450	1150	3,42048	high risk												
2	3/219/4450- 3/219/4488	38	5,367889	high risk				3998								
3	3/219/4488 - 3/219/5331	843	6,145886	high risk												
4	3/219/5331 - 3/219/6244	913	6,145886	high risk												
5	3/219/6244 - 3/219/7008	764	6,145886	high risk	1	219/3300	220/0		Unsure							
6	3/219/7008 -3/220/2000	2290	4,822595	high risk				3931								
7	3/220/2000 - 3/220/3928	1928	3,760465	high risk	2	220/0	220/3931		Unsure	219	3300	220	3931	7929	1	High Priority (class 4)
8	3/220/3928 - 3/220/4616	688	3,124577	high risk												
9	3/220/4616 - 3/220/6261	1645	6,145886	high risk				4167								
10	3/220/6261 - 3/220/7911	1650	6,145886	high risk												
11	3/220/7911 - 3/220/8098	187	3,760465	high risk	3	220/3931	220/8098		High risk	220	3931	220	8098	4167	2	Very High Priority (class 5)



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High Priority (class 4)	66
Very High Priority (class 5)	34

Proactive					Reactive					Integrated						
Proactive segment nr	Segment	length m	Proactive Score	Proactive classification	Reactive segment nr	Start point (km)	End point (km)	length m	Reactive classification	Segment start	Segment start road length	Segment End	Segment End Road length	Length (m)	Integrated segment nr	NWA integrated
1	3/219/3300-3/219/4450	1150	3,42048	intermediate risk										1150	1	Intermediate Priority (class 3)
2	3/219/4450- 3/219/4488	38	5,367889	low risk				3998								
3	3/219/4488 - 3/219/5331	843	6,145886	low risk												
4	3/219/5331 - 3/219/6244	913	6,145886	low risk												
5	3/219/6244 - 3/219/7008	764	6,145886	low risk	1	219/3300	220/0		Unsure					2558	2	Low priority (class 2)
6	3/219/7008 -3/220/2000	2290	4,822595	intermediate risk				3931								
7	3/220/2000 - 3/220/3928	1928	3,760465	intermediate risk	2	220/0	220/3931		Unsure	219	3300	220	3931	4218	3	Intermediate Priority (class 3)
8	3/220/3928 - 3/220/4616	688	3,124577	intermediate risk												
9	3/220/4616 - 3/220/6261	1645	6,145886	low risk				4167								
10	3/220/6261 - 3/220/7911	1650	6,145886	low risk												
11	3/220/7911 - 3/220/8098	187	3,760465	intermediate risk	3	220/3931	220/8098		High risk	220	3931	220	8098	4170	4	Very High Priority (class 5)

Low priority (class 2)	21
Intermediate Priority (class 3)	44
Very High Priority (class 5)	34

Next steps

- Comparison of EGRIS and the Swedish method
- Planning to make the accident analysis using our TARVA-software + some other method for the proactive analysis.
- Comparison of different methods for roadside safety assessment (laserscanning, 360 pictures etc.) and decision of what information is collected during the Network wide road safety assessment or targeted road safety inspections.
- The Network wide road safety assessment 2023



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