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Toward Zero Vision in Lithuania

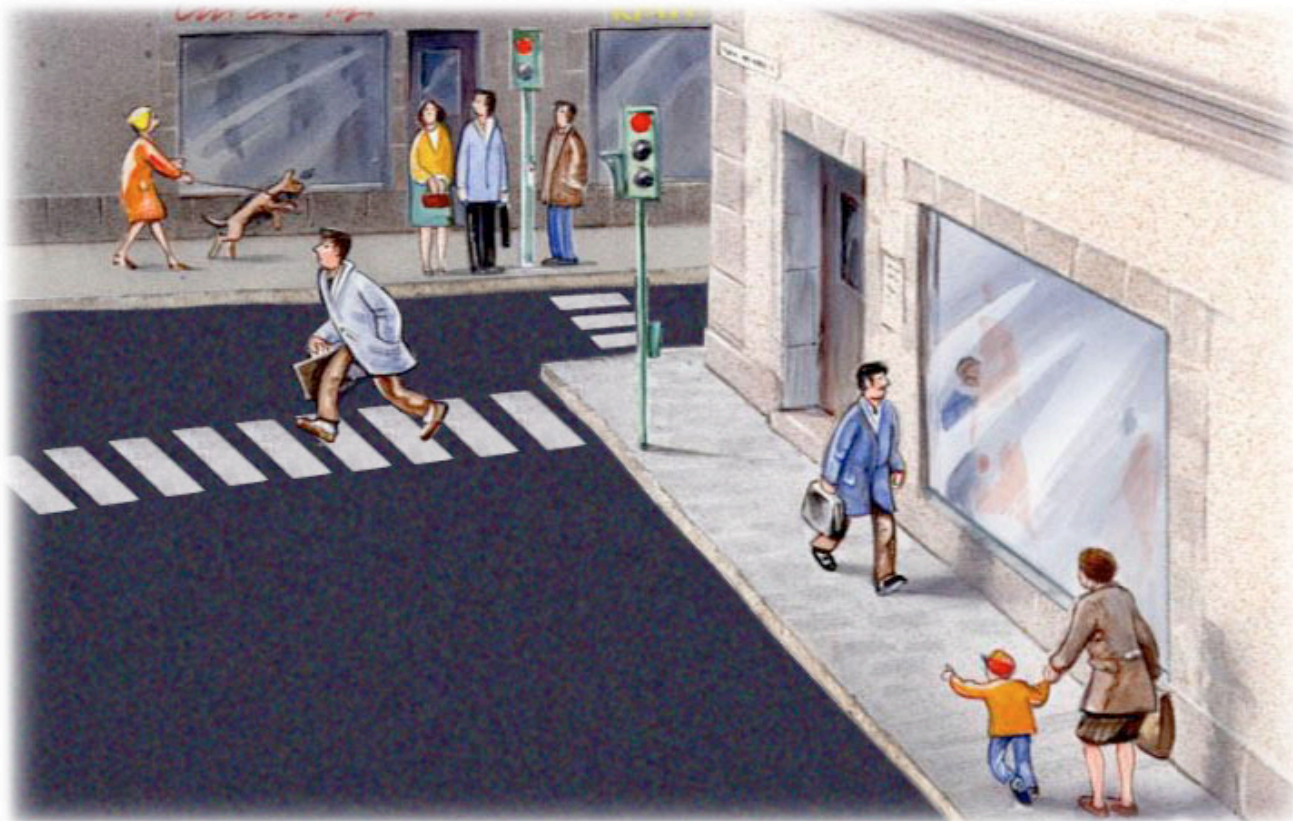
Vilnius 10 September 2015



TRAFIKVERKET
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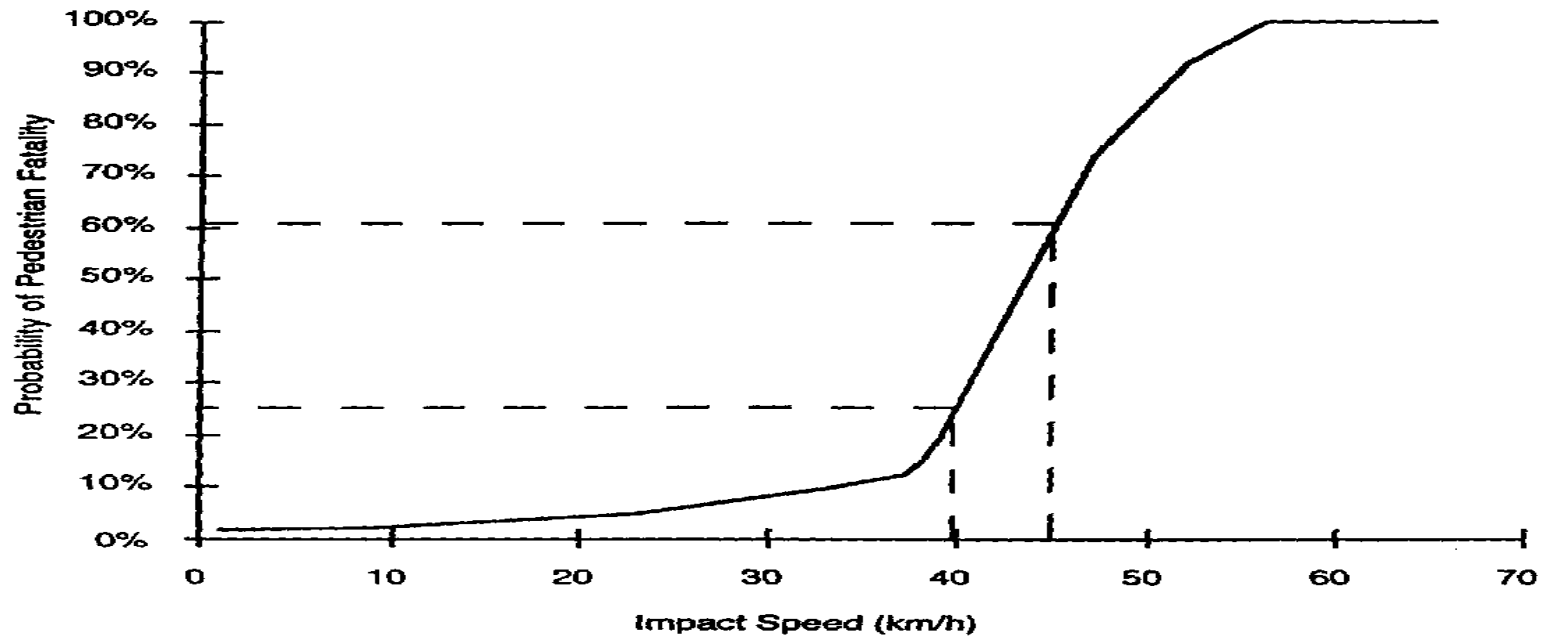
Specific discussion: engineering safe infrastructure for vulnerable road users

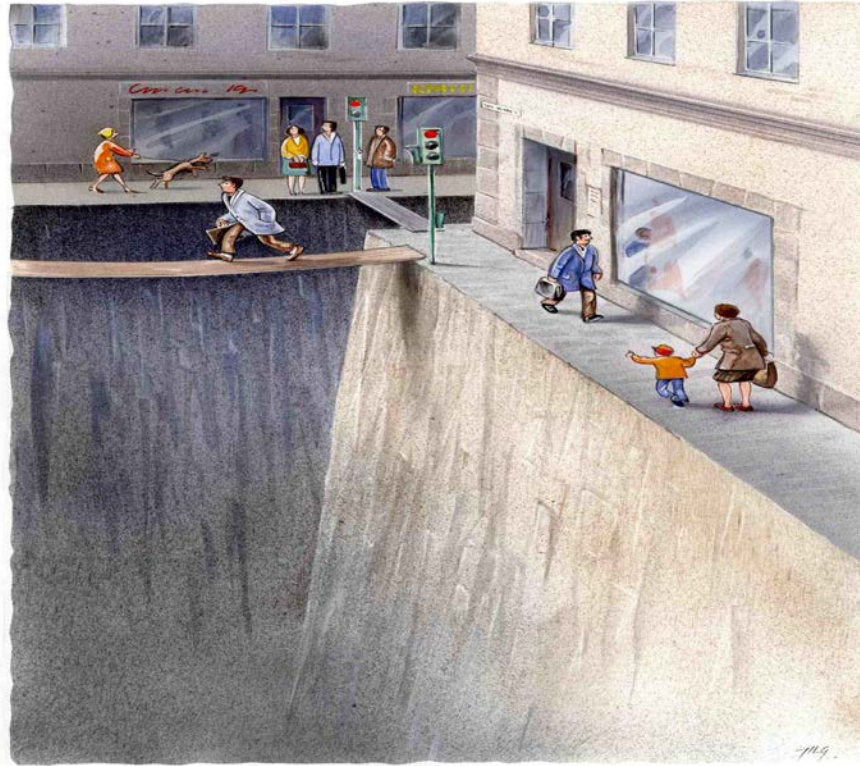


Probability of Pedestrian Fatality by Impact Speed

Figure 2: Probability of Pedestrian Fatality by Impact Speed.

Derived from the Interdisciplinary Working Group for Accident Mechanics (1986) and Watz, Hoefliger and Fehrmann (1983)





Urban safety



Urban area

Interventions	Safety effects on injuries
Shared space	Up to -25 %
Roundabouts	Up to -50 %
Speed bumps	Up to – 70 %

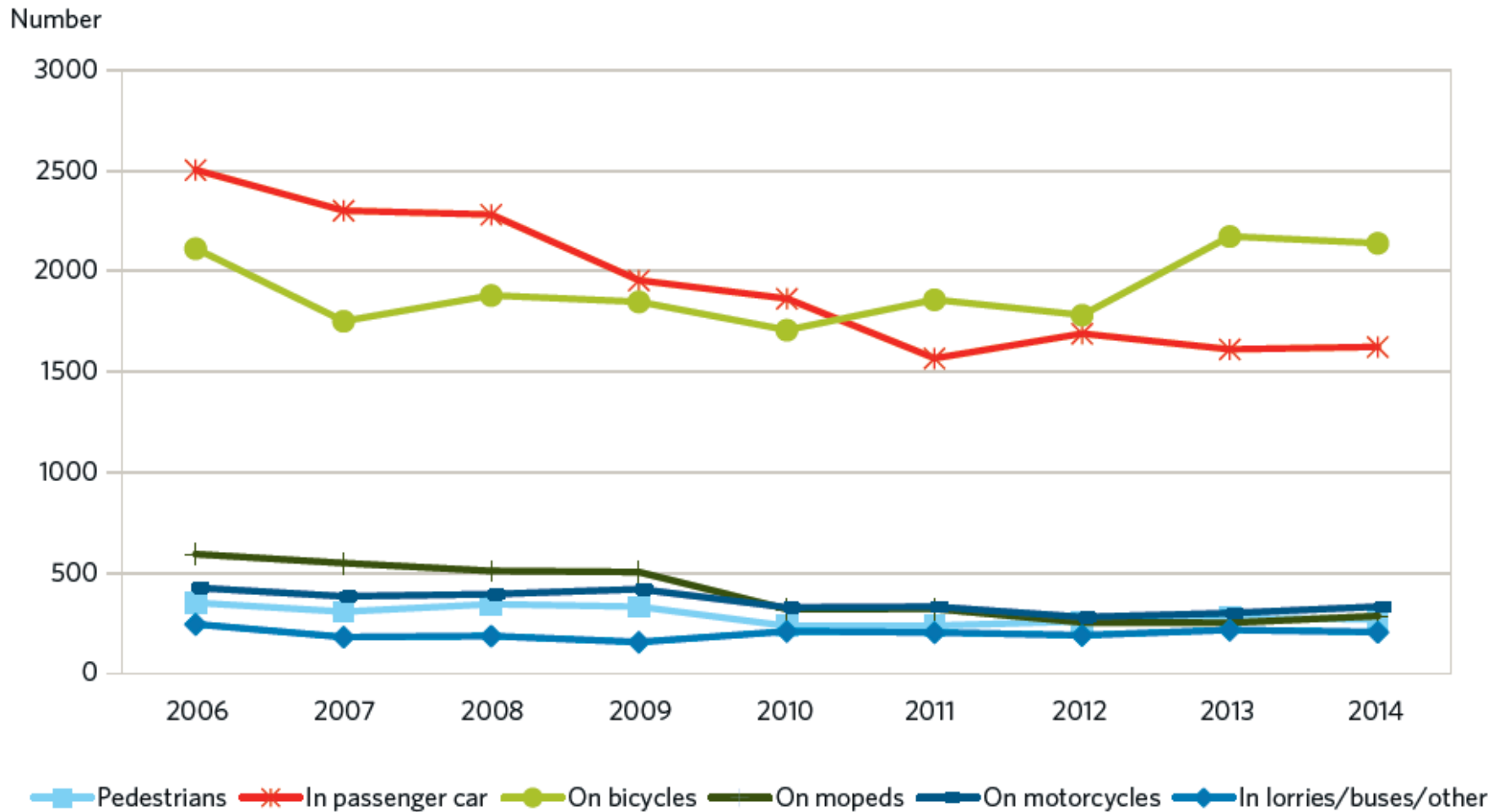


Figure 5. Forecast number of seriously injured by road user category 2006-2014. Source: STRADA.

Specific discussion: methods for evaluation and assessment of efficient road safety measures

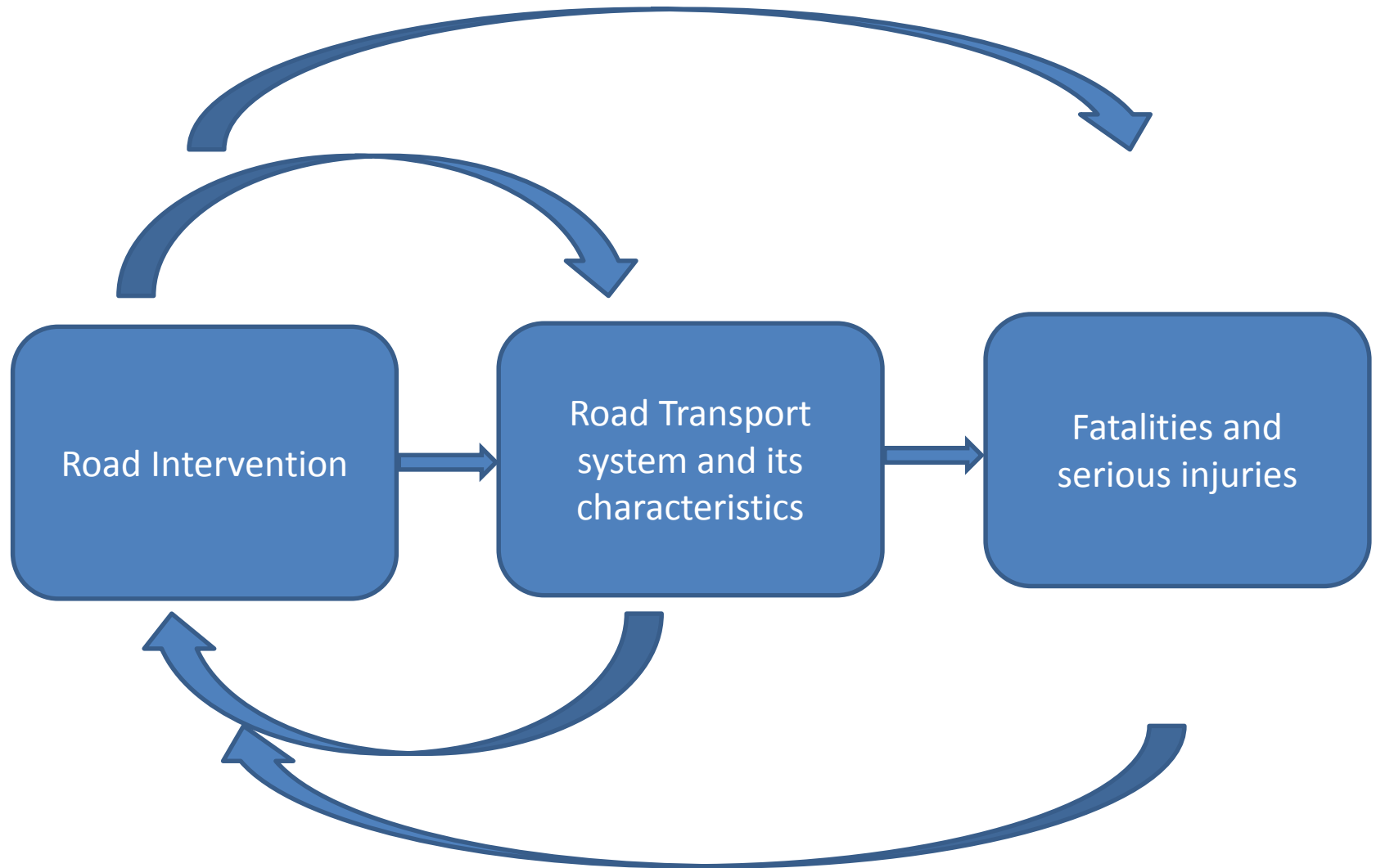
What is safety?

- Reduction of accidents or reduction of serious injuries?

Rural safety



Road Safety Management



Indicator	Starting point	2014	Target for 2020	Trend
Number of road traffic fatalities	440	270	220	In line with the required trend
Number of seriously injured	5 400	4 900	4 000	Not in line with the required trend
Share of traffic volume within speed limits, national road network	43 %	46 %	80 %	Not in line with the required trend
Share of traffic volume within speed limits, municipal road network	64 %	63 %	80 %	Not in line with the required trend
Share of traffic volume with sober drivers	99,71 %	99,78 %	99,90 %	Not in line with the required trend
Share of front seat passenger car occupants wearing a seat belt	96 %	97 %	99 %	In line with the required trend
Share of cyclists wearing a helmet	27 %	37 %	70 %	Not in line with the required trend
Share of moped riders using a helmet correctly	96 %	96 %	99 %	Not in line with the required trend
Share of new passenger cars with the highest Euro NCAP score	20 %	57 %	80 %	In line with the required trend
Share of safe motorcycles (ABS)	9 %	39 %	70 %	In line with the required trend
Share of traffic volume on roads with speed limit above 80 km/h and median barriers	50 %	73 %	75 %	In line with the required trend
Share of safe pedestrian, cycle and moped crossings on main municipal road networks	19 %	25 %	Not defined	Cannot be assessed
Share of municipalities with good-quality maintenance of pedestrian and cycle paths	15 %	No measurement in 2014	70 %	Starting year for the measurement in 2013, no measurement in 2014 – cannot be assessed

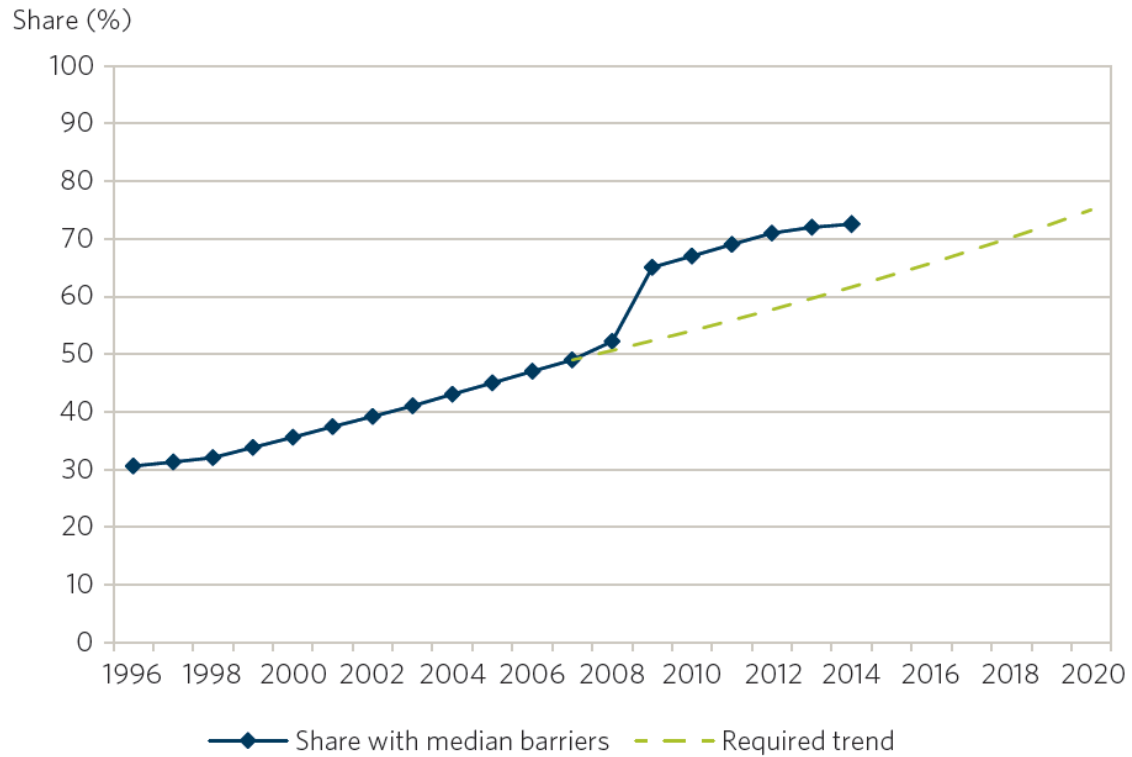


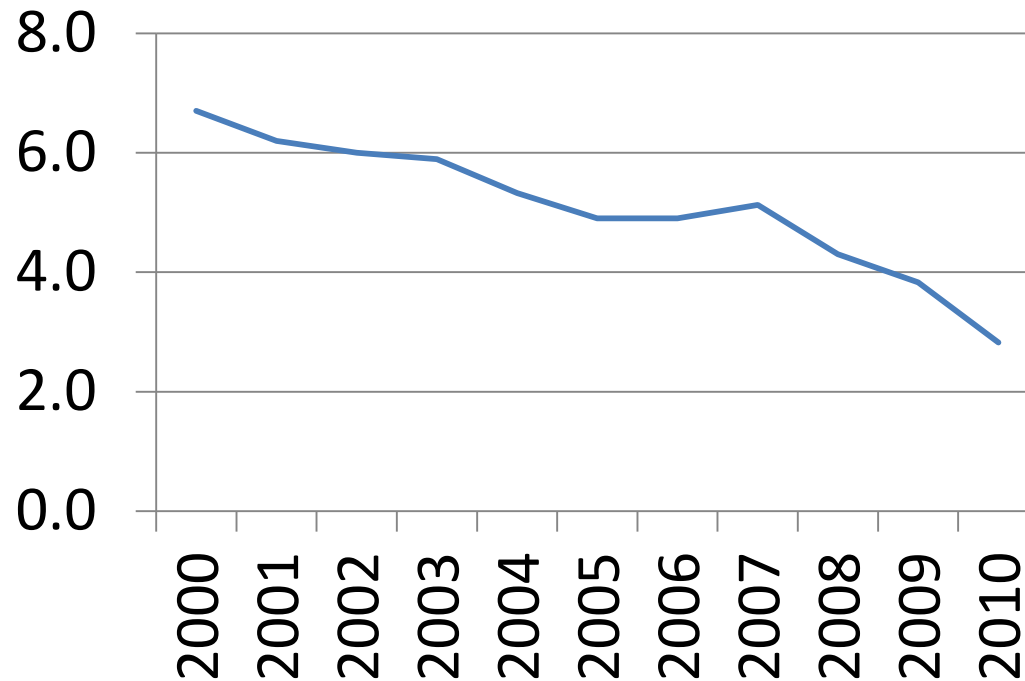
Figure 33. Share of traffic volume on roads with speed limits above 80 km/h with median barriers 1996-2014, and the required trend until 2020. Source: The Swedish Transport Administration.

Extra

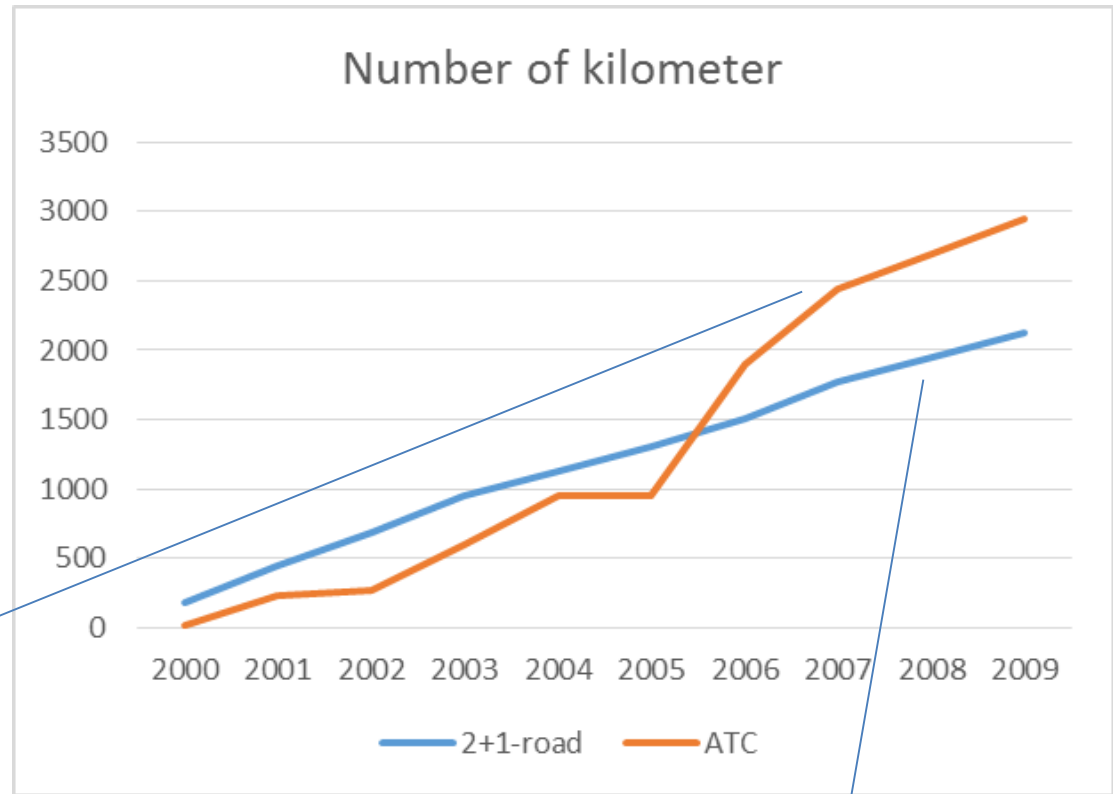
Vision Zero from a (road)engineering perspective

	Traditional	Vision Zero
What is the problem?	Accidents risk	Fatalities and serious injuries
What causes the problem?	Human factors	Humans make mistakes Humans are fragile
What is the major strategy	Individual road users	System designers
What is the major planning approach?	Incremental approach to reduce problem	Systematically approach to achieve a safe system
What is the appropriate goal?	Optimum number of fatalities and serious injuries	Eliminate fatalities and serious injuries

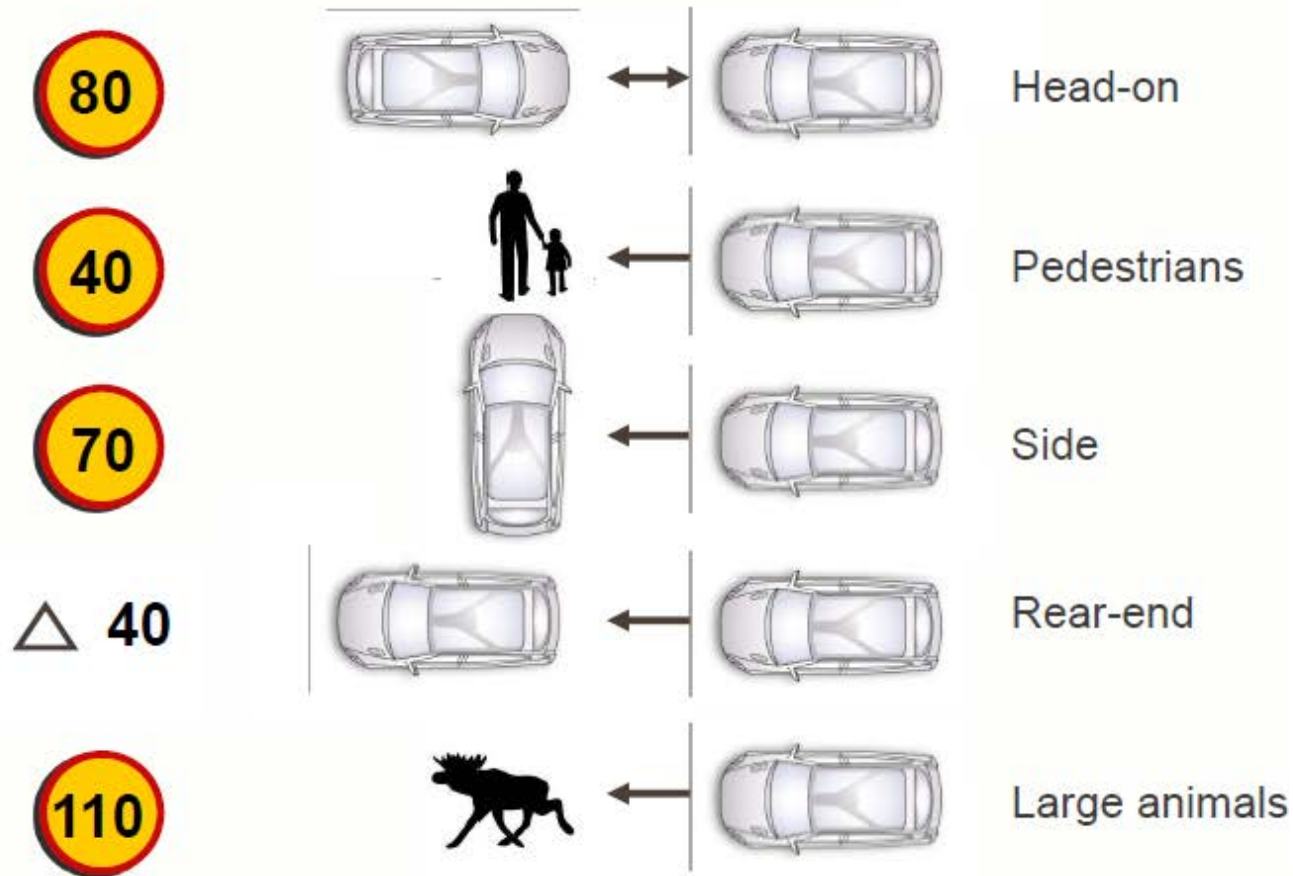
Number of persons killed in road traffic crashes/100 000 inhabitants in Sweden 2000-2010



Rural Safety



Vision Zero – shared responsibility between car manufactures and road industry



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**Towards Zero
Together**