TRAFIKVERKET
SWEDISH TRANSPORT ADMINISTRATION

# VISION ZERO ACADEMY

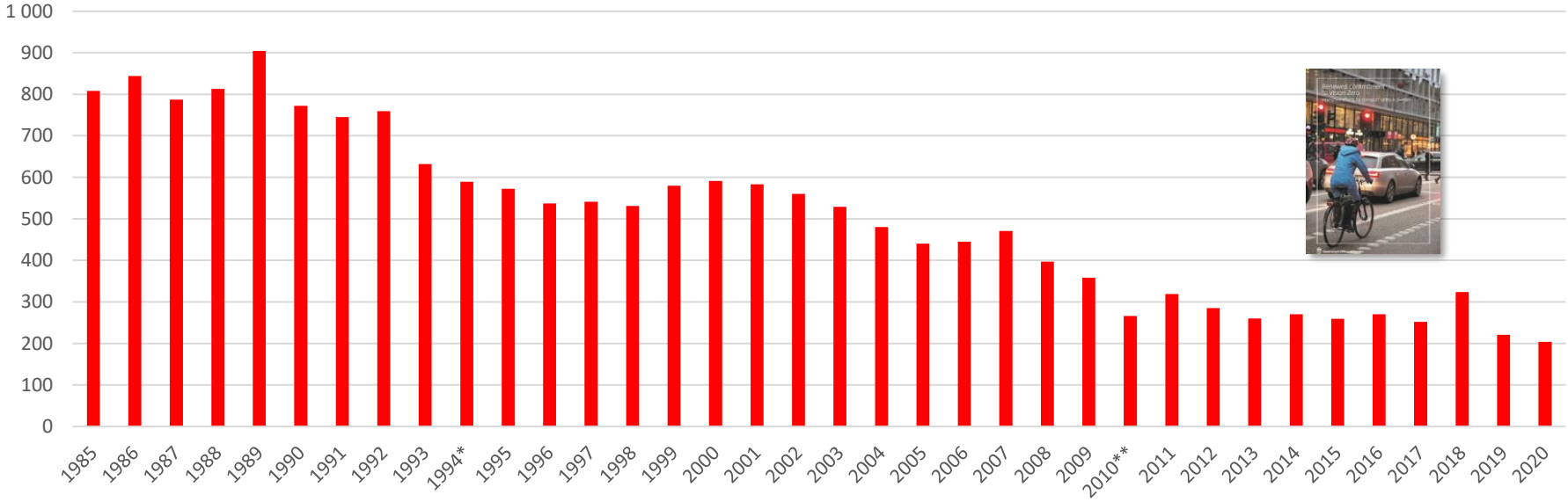
## STRIVING FOR EXCELLENCE IN TRANSPORT SAFETY



# Renewed Commitment to Vision Zero and the Road Safety Action Plan

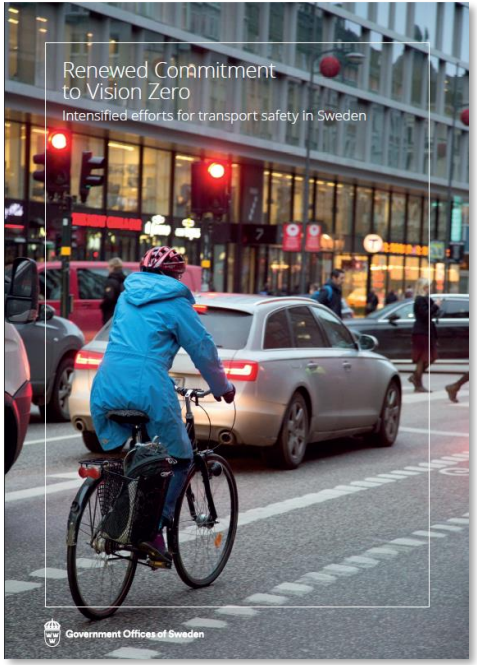
*Therese Malmström, Project manager, Swedish Transport Administration*

# Road traffic fatalities in Sweden since 1985



# Swedish government's Renewed Commitment to Vision Zero, September 2016

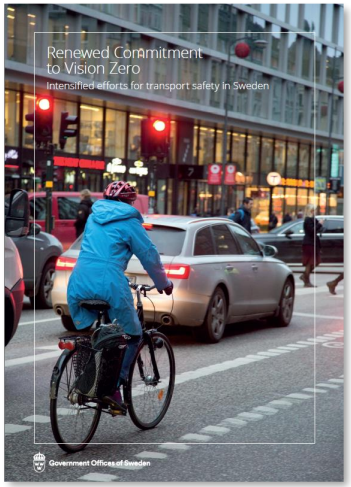
*"The reduction in fatalities seems to have levelled off in recent years. It is therefore a matter of urgency to bring about intensified transport safety work - a renewed commitment to the work to achieve Vision Zero."*



# The aim of the Renewed Commitment to Vision Zero

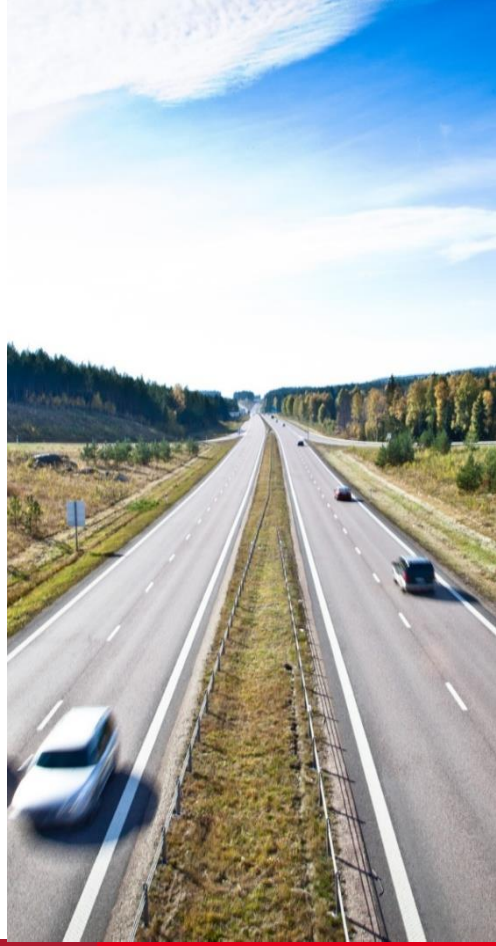
The aim was to:

- present the current situation, targets and challenges and to indicate directions for future work
- function as a platform for future initiatives in transport safety
- a contribution to the efforts to attain the Global Goals for Sustainable development



# Example of results of the Renewed commitment to Vision Zero

- Clearer leadership and cooperation
- New interim targets for 2030
  - Fatalities in road traffic accidents
  - Severely injured
  - Suicides in road traffic
- Increased international engagement



# What does it mean to lead the national collaboration for increased road safety?

- Invite and engage in dialogue with relevant authorities and stakeholders
- Responsible for the follow-up and annual analysis of road safety trends
- Propose a “guide” for various stakeholders´ operational planning
- Manage, develop and share knowledge about Vision Zero



# Road Safety Action Plan



# The Action Plan..

- Describes and highlights measures implemented by different stakeholders to contribute to road safety
- Shows the variety of measures and commitments
- Contributes to dialogue, knowledge exchange and collaboration
- The Action Plan is one tool to allow the Swedish Transport Administration to manage and follow up road safety work
- The strength of the Plan is that the various stakeholders and authorities themselves point to what contribution they can and want to make over the next few years



# The Action Plan – also a contribution to the 2030 Agenda Global Goals

Road safety is an aspect of sustainability that needs to be linked to other aspects of sustainability in order to create safe, secure, accessible and attractive environments, not least for pedestrians and cyclists.



# The first Action Plan (2019-2022)

111 measures from 14 stakeholders

Priority action areas:

- Speed
- Sober driving
- Safe cycling



# Road Safety Action Plan 2022-2025

250 measures from 33 stakeholders

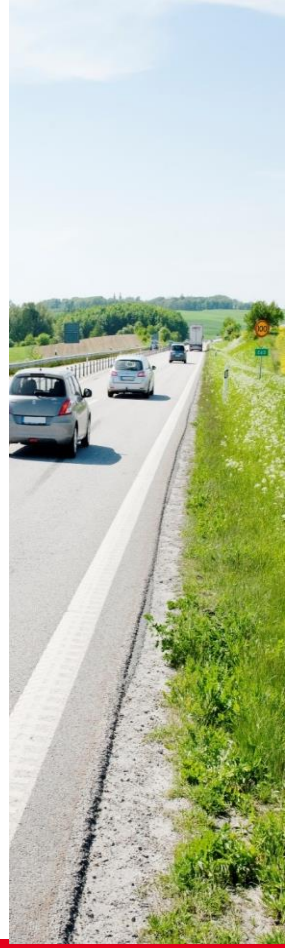
Priority action areas:

- Speed
- Sober driving
- Safe cycling
- Safety for pedestrians (focus on falls)
- Suicide prevention
- Leadership for road safety



# Participating stakeholders

- Bil Sweden
- City of Gothenburg
- City of Malmö
- City of Stockholm
- City of Umeå
- City of Uppsala
- Cycleurope
- Cykelfrämjandet
- Dalatrafik (responsible for public transport in the county of Dalarna)
- Folksam (insurance company)
- Håll Nollan
- If (insurance company)
- Länsförsäkringar (insurance company)
- National Association for Road Safety
- Nordic Micromobility Association
- Public Health Agency of Sweden
- Region Västra Götaland
- SAFER- Vehicle and Traffic Safety Centre
- Swedish Abstaining Motorists' Association
- Swedish Association for Road Transport
- Swedish Association of Local Authorities and Regions
- Swedish Association of Road Transport Companies
- Swedish Civil Contingencies Agency
- Swedish Confederation of Transport Enterprises
- Swedish National Association of Driver Trainers
- Swedish National Board of Housing, Building and Planning
- Swedish National Police Board
- Swedish Motorcyclist Association
- Swedish Pedestrian Association (FOT)
- Swedish Transport Administration
- Swedish Transport Agency
- TRB Sverige
- Work Environment Agency companies



# The work process

- Some differences in the work process between the first and the second Action Plan, depending on the extent of participating stakeholders
- Action Plan 2019-2022 – bilateral dialogues
- Action Plan 2022-2025 – workshops and dialogues
- Both: Annual follow-up



# Annual follow-ups

- Annual follow-ups
- 81 % of the 250 measures are ”green” 2022

| Status (250 measures) | 2022 | 2023 | 2024 | 2025 |
|---|---|---|---|---|
| Initiated and proceeds according to plan/ implemented | 81 % | | | |
| Paused/does not proceed according to plan | 11% | | | |
| Not started according to plan/is canceled | 3% | | | |
| Start-up year 2023 or later | 5% | | | |

# Examples (5 of 46) of measures - Swedish Transport Administration

- Install road safety cameras on additional 1700 kilometers roads
- Continue to adapt the speed limits on the state road network (lower speed limits from 90 km/h to 80 km/h)
- Dialogue with the Police about increased efforts to prevent speeding
- Continue to prioritize measures to ensure the speed of cars at crossings for pedestrians, cyclists and moped riders
- Annually invite external stakeholders to knowledge-raising webinars (one for each priority action area)
- Install suicide barriers on at least eight high bridges on the state road network

# Examples of content in other stakeholders´ measures

- Several of the municipalities will implement different traffic calming measures
- The police authority will increase the efforts to prevent speeding and driving under the influence of drugs or alcohol
- Folksam (insurance company) will conduct bicycle helmet tests to guide consumers and influence helmet manufacturers
- Several of the municipalities intend to demand alcohol interlock device systems when procuring travel and transport services
- Both the Swedish Transport Administration and the municipalities will work to make design and maintenance of bicycle infrastructure contribute to safe cycling
- NGOs will carry out road safety campaigns and communication initiatives

# Evaluation of the work process

The evaluation showed that participating in the Action Plan, leads to…

- increased focus on road safety issues (84% agree)
- increased knowledge in the field of road safety (90% agree)
- increased collaboration/dialogue with the Swedish Transport Administration (84% agree)
- overall, it has been rewarding to participate (90% agree)

The work process it selves is important! If participating in the work leads to more focus, knowledge, collaboration – this will probably contribute to a higher and more effective engagement in road safety.

# Summary - The Action Plan…

- enables collaboration,
- is based on the Vision Zero principles,
- focuses on six priority action areas,
- enables us to manage and follow up the road safety work,
- reinforces collaboration within the road safety work,
- highlights the engagement in road safety among a number of different stakeholders,
- can contribute to higher and more effective engagement in road safety.





# What to think about if you are considering an Action Plan

- Start with facts and data
- Invite/involve relevant stakeholders
- Share the knowledge – all involved stakeholders should have the same picture of the problems (based on facts), challenges and effective measures
- Focus on a few priority areas (e.g speed, sober driving, safe cycling)
- The measures must be ”approved” and established within its own organization
- Annual follow ups



# Thank you for your attention!

**Therese Malmström**
Project manager
**Swedish Transport Administration**

therese.malmstrom@trafikverket.se



