

VISION ZERO ACADEMY

STRIVING
FOR EXCELLENCE IN
TRANSPORT
SAFETY



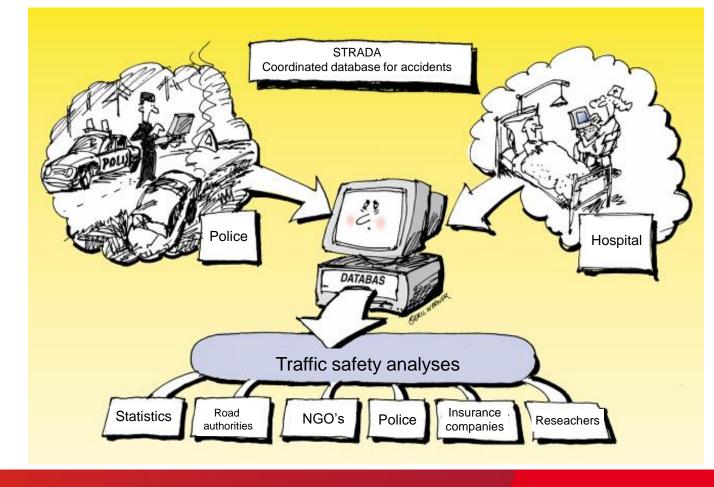
Evidence based approach - the need of data

Kenneth Svensson Special adviser traffic safety Swedish Transport Administration



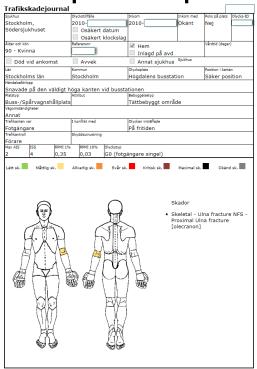
STRADA

Swedish
TRaffic
Accident
Data
Acquisition

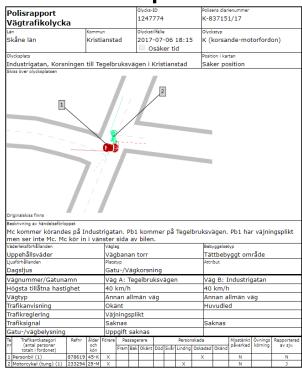




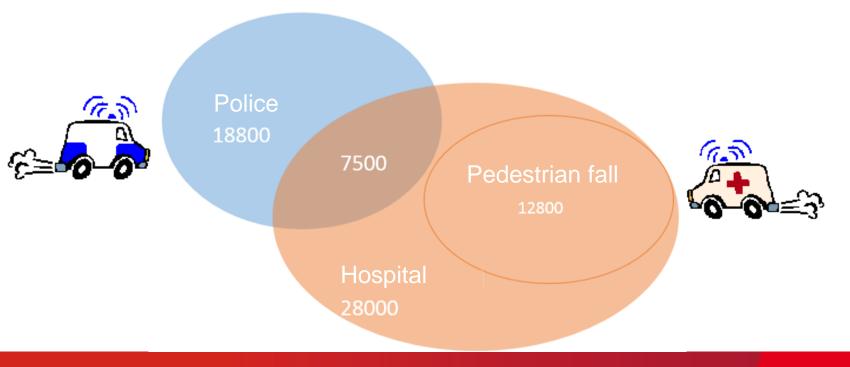
Hospital report



Police report



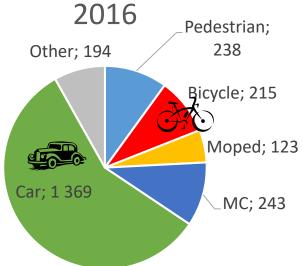
Coverage, from Police and Hospital





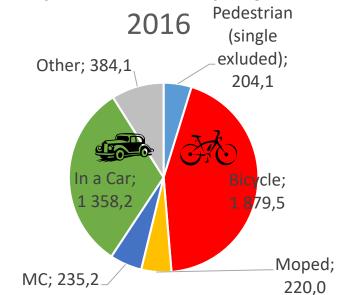


Police, severe injuries





Hospital Seriously injured

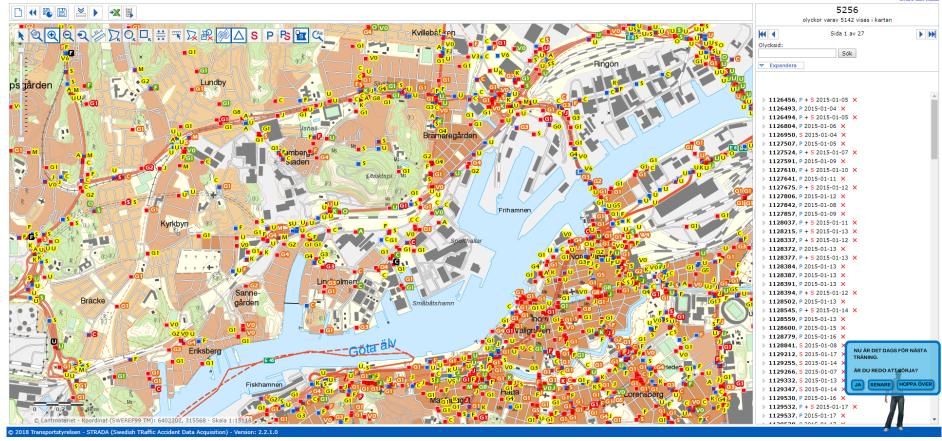


STRADA Uttagswebb

Inloggad som Tomas Fredlund

Aterstående tid: 29 minuter

Hjälp Logga ut





In-depth studies of fatal accidents

In Sweden all fatalities in road traffic undergo an in-depth study by accident investigators at the Swedish Transport Administration.





What is an in-depth study?

Detailed investigation into each fatal road accident with the main objective to identify what caused the fatal injuries

Routine since 1997 and is regulated in the government's instruction to the Transport administration

Accident investigators gather information on each fatal accident





Three questions to be answered

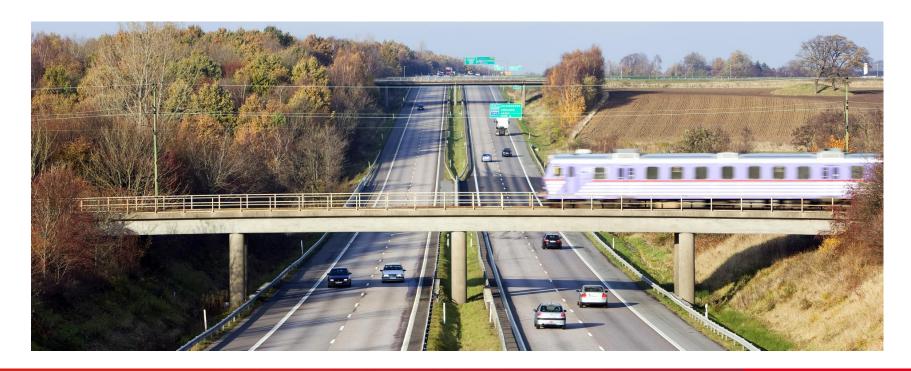
- What happened?
- Why did it happen?
- What can be done to ensure that it does not happen again?



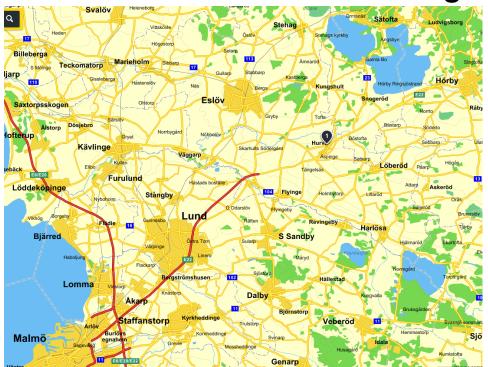




Motorway bus stops

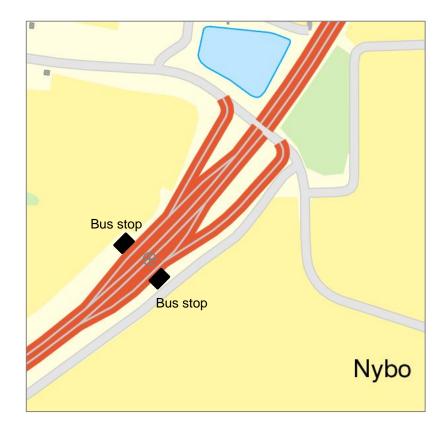


Pedestrian accident at a highway bus stop











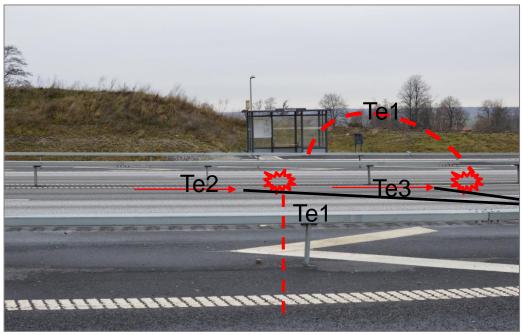


Bild tagen från norrgående busshållplats mot södergående hållplats



Vy norrut





Vy söderut







An example of a measure to prevent pedestrian

crossing.



Highway bus stops with pedestrian crossing risk

Road nr	Road type	County	Municipality	Coordinates	How should pedestrians cross?	Distance to opposite busstop	Pedestrian crossing risk	Speed limit
265	MV	Stockholm	Täby	6597000, 672820) Bridge	380 m	Medium risk	100 km/h, 70 km/h
276	4F	Stockholm	Åkesberga	6599313, 680417	' Tunnel	350 m	Medium risk	90 km/h
276	4F	Stockholm	Åkesberga	6599444, 683817	1	160 m	Medium risk	90 km/h
E16/ RV50	4f	Dalarna	Falun	6712470, 531146	5 Tunnel	220 m	High risk	110 km/h
E16/ RV50	4f	Dalarna	Falun	6717065, 533804	Bridge	350 m	High risk	110 km/h, 90 km/h
E18	MV	Stockholm	Täby Roslags Näsby	, 6592249, 673952	. Bridge	250 m	Medium risk	90 km/h, 70 km/h
E22	MML	Blekinge	Karlskrona (Nättraby)	6229256, 532748	Bridge	300 m	Medium risk	100 km/h
E22	MML	Östergötland	Norrköping	6493846, 565460	Tunnel	215 m	Medium risk	100 km/h
RV40	MV	Västra götaland	Härryda	6397091, 333779	Bridge	200 m	Medium risk	110 km/h, 70 km/h



Identified deficiencies

- Highway bus stops opposite each other without any arrangement to prevent pedestrian crossing.
- No design requirements or guidelines regarding highway bus stops and the risk for pedestrian crossing.
- Deficiencies detected at several bus stops in Sweden.





Measures

- Address locations with high risk of pedestrian crossing with appropriate action present year. Responsibility: Regional Directors.
- Address locations with medium risk of pedestrian crossing with appropriate action within the ordinary planning process for next year. Responsibility: Regional Directors.
- Write design guidelines regarding highway bus stops and include them in the new version of the publication Road and street design guideline.
 Responsibility: Planning department.







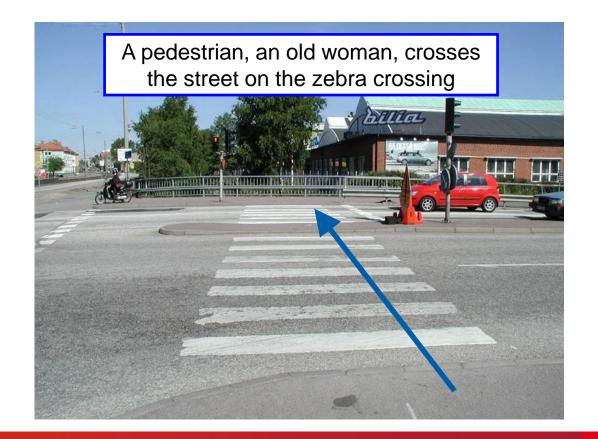




Stop line at pedestrian crossings

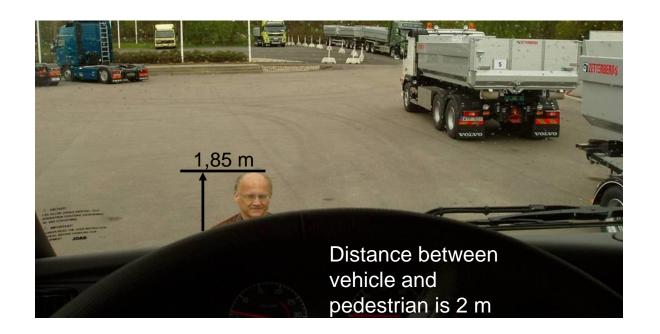




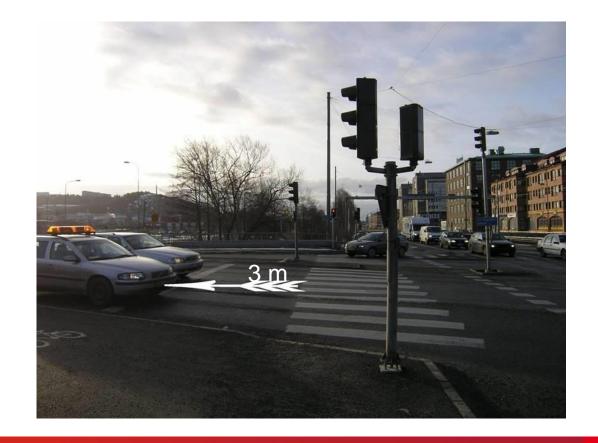














Thank you for listening!

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