

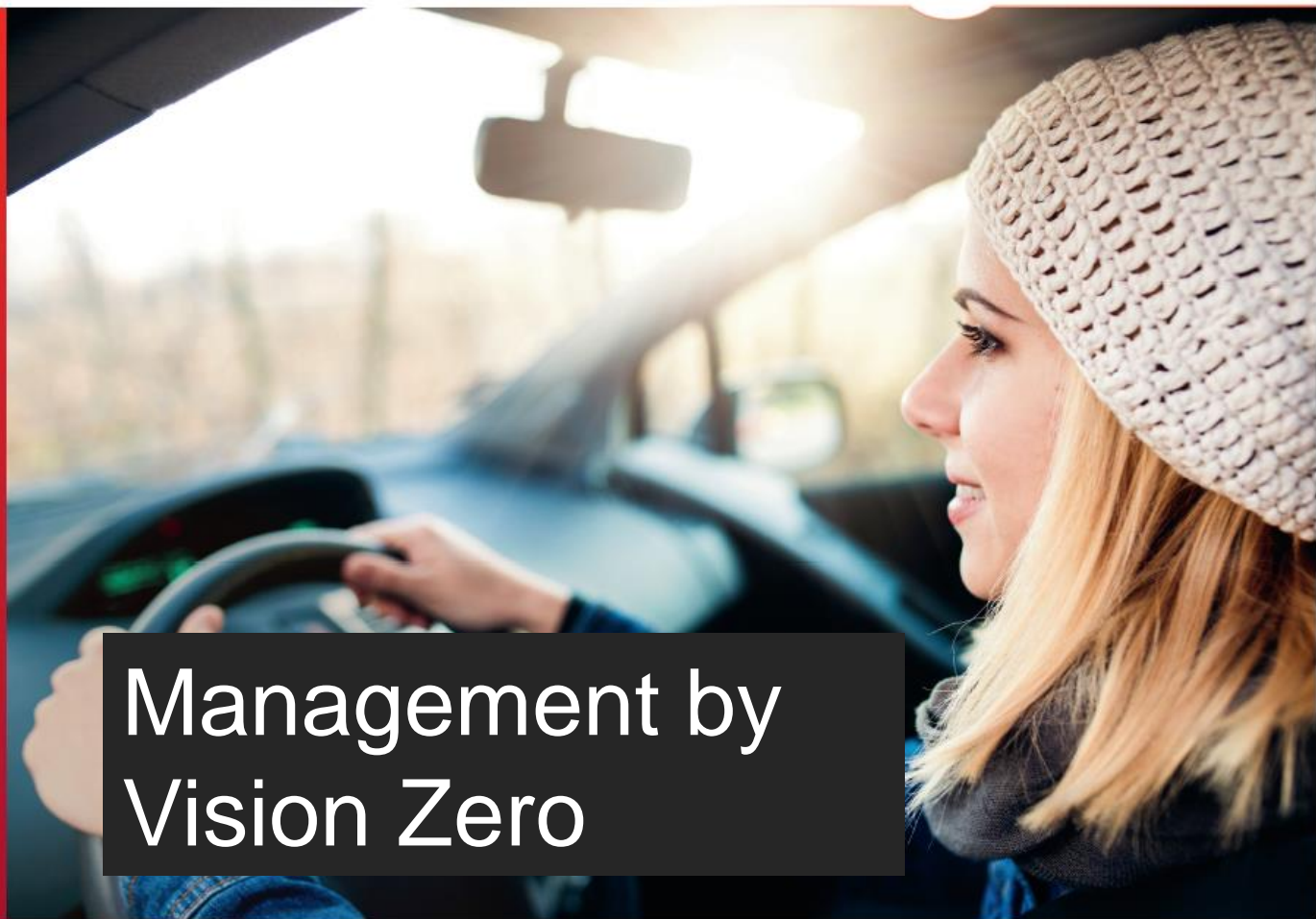


TRAFIKVERKET  
SWEDISH TRANSPORT ADMINISTRATION

# VISION ZERO

ACADEMY

STRIVING  
FOR EXCELLENCE IN  
TRANSPORT  
SAFETY



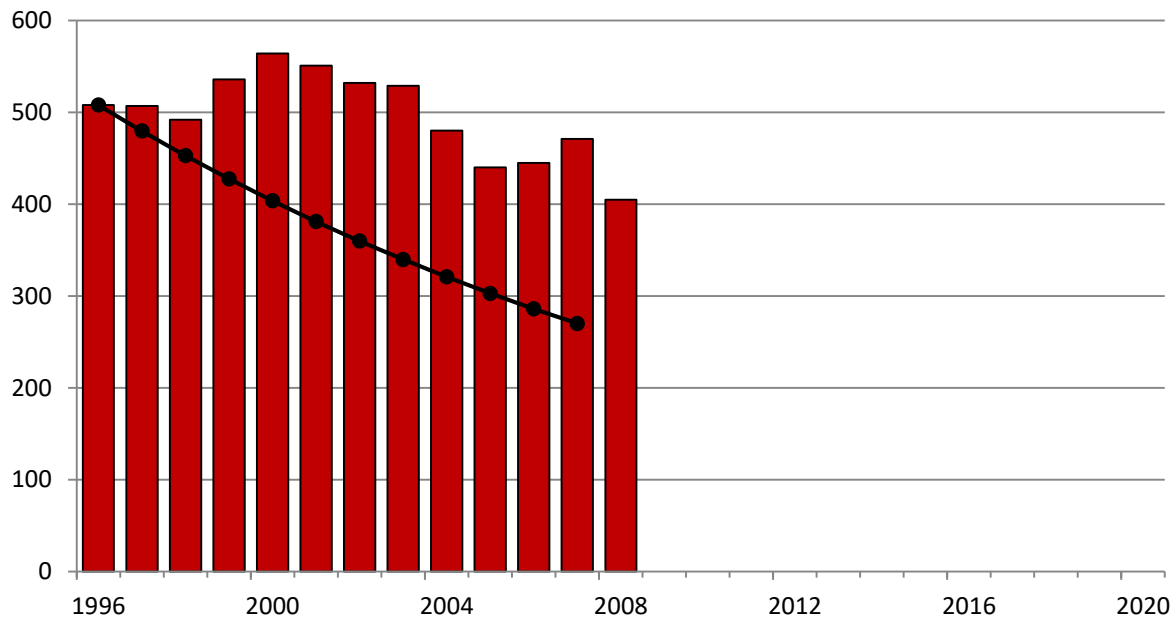
Management by  
Vision Zero

# Management by Vision Zero

*Sofia Gjerstad, Swedish Transport Administration*

# The intermediate target for 2007 was not reached

Fatalities

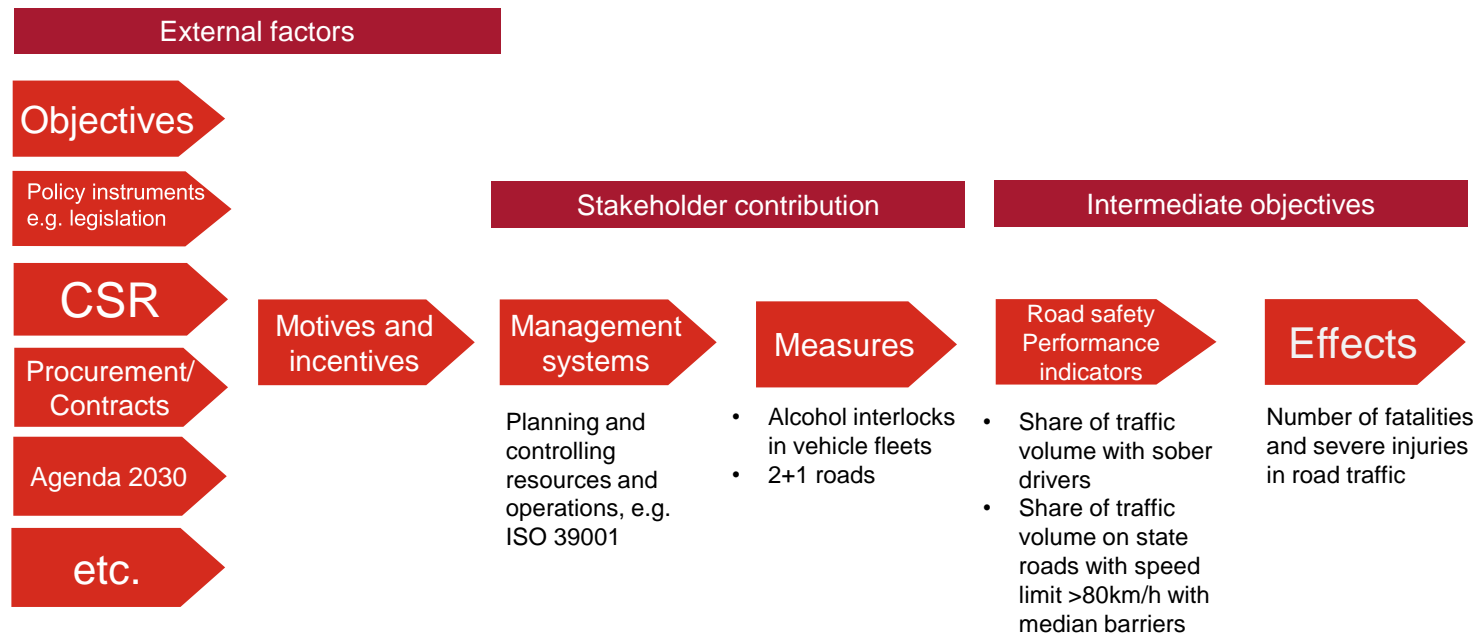


# Main conclusions of the evaluation

- Stakeholders were not involved in the development of the intermediate targets
- Setting targets on the fatalities did not give enough guidance for taking effective measures
- The management of the road safety work had been insufficient
- The monitoring of the ongoing work had been inadequate



# The road safety "value chain"



# Sharing objectives – sharing responsibilities

Every organisation influencing the quality and use of the road transport system has an obligation to consider and improve road traffic safety.

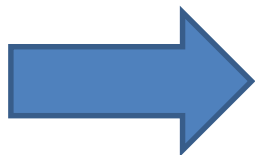
- Politicians, legislators
- Road network “owners” (e.g. the Swedish Transport Administration and municipalities)
- Police
- NGOs (e.g. the National Society for Road Safety)
- Health sector, work environment sector
- Private companies and public entities which buy and sell transport services and vehicles
- Insurance companies



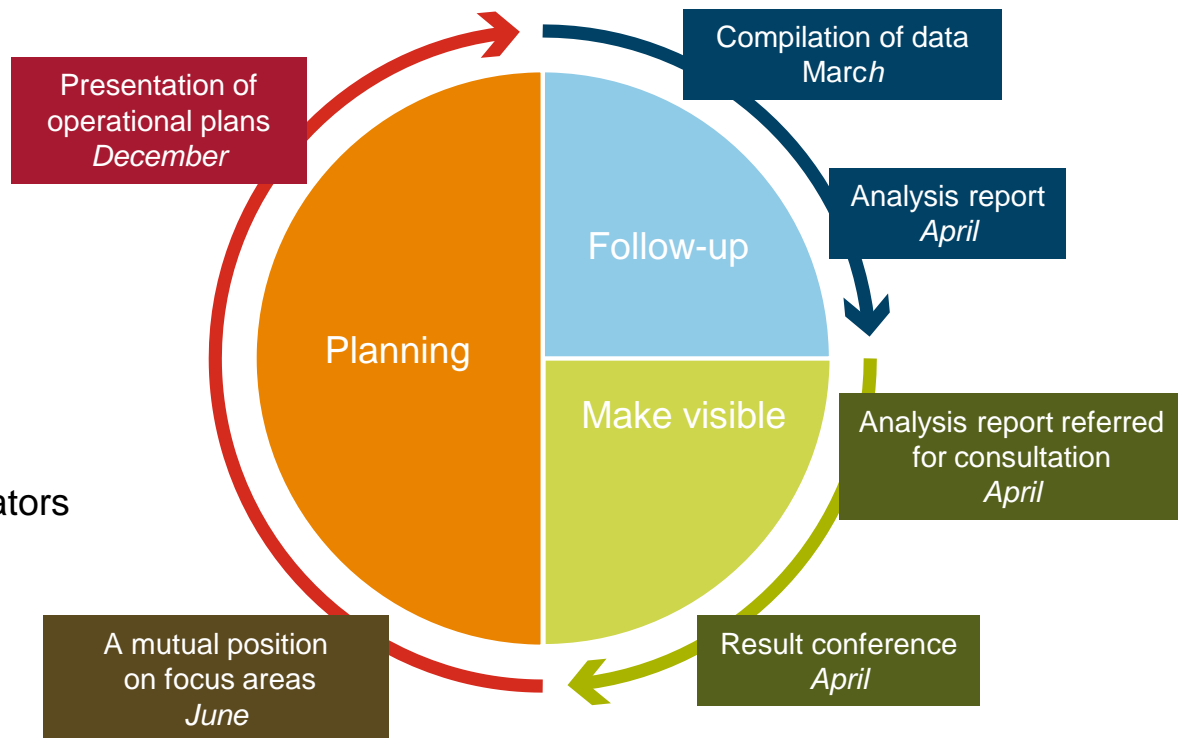


# Management by objectives

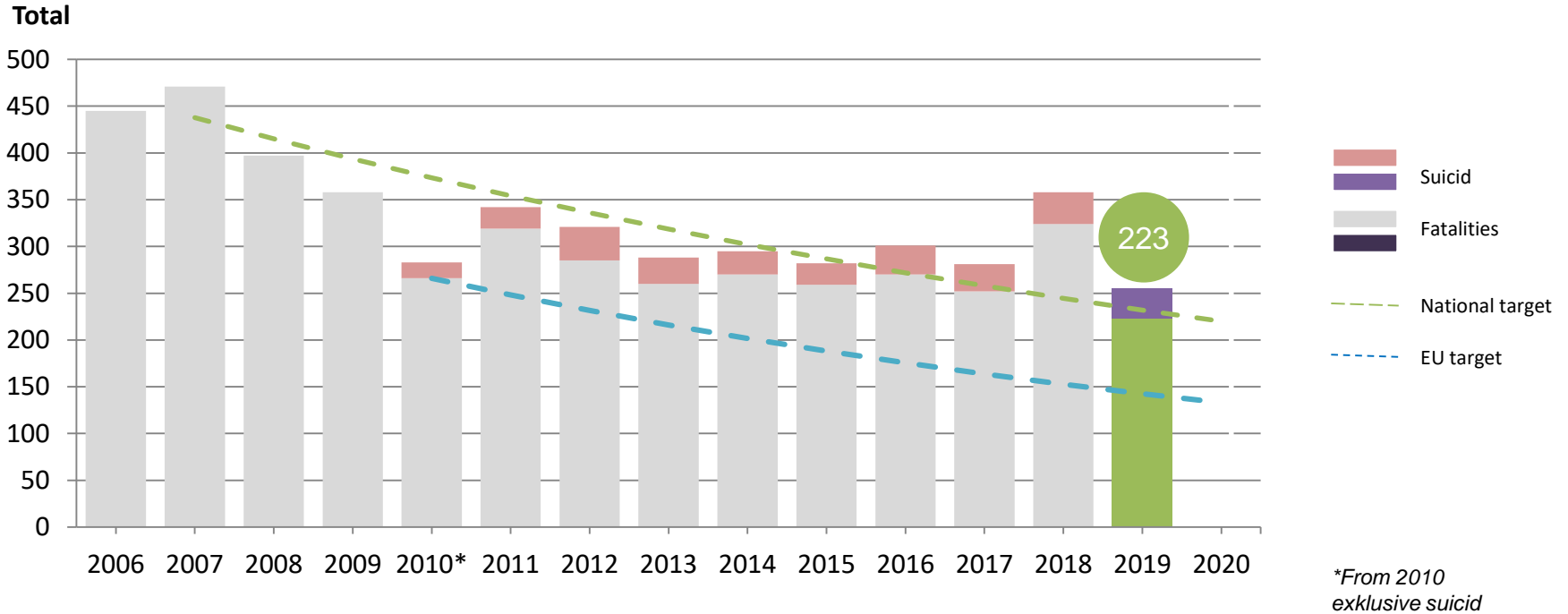
## Objectives



- Fatalities
- Severe injuries (RPMI  $\geq 1\%$ )
- Road Safety Performance Indicators



# Road traffic fatalities in Sweden and target for 2020





Road Safety Performance Indicator		Starting point	2019	National target 2020
1 a.	Speed, state road network	43 %	● 47 %	80 %
1 b.	Speed, state road network, average travel speed	82 km/h	● 78,1 km/h	77 km/h
2.	Speed, municipal road network	64 % (2012)	● 65 %	80 %
3.	Sober traffic	99,71 %	● 99,75 %	99,90 %
4.	Use of seatbelt	96 %	■ 98,4 %	99 %
5 a.	Use of cycle helmets	27 %	● 47 %	70 %
5 b.	Use of moped helmets	96 %	● 93 %	99 %
6.	Safe passengers cars	20 %	■ 79 %	80 %
7.	Increase in regulatory compliance motorcycle	–	–	Target not set
8.	Safe state roads	50 %	● 80 %	90 %
9.	Safe pedestrian & bicycle crossings	19 %	● 28 %	35 %
10.	Maintenance of cycle paths	18 %	● 19 %	70 %
11.	Systematic road safety work, ISO 39001	–	–	Target not set
	Number of fatalities	440	■ 223	220
	Number of severe injuries	5 400	■ 3 800	4 100

■ In line  
● Not in line

# Evaluation of the management model

- Management by objectives has increased the systematics of the road safety work.
- The management model has also contributed to increased knowledge and involvement among the stakeholders. However, this knowledge and involvement have not permeated their organizations enough.
- Management by Vision Zero has not contributed to a sufficient development of the road safety performance indicators.



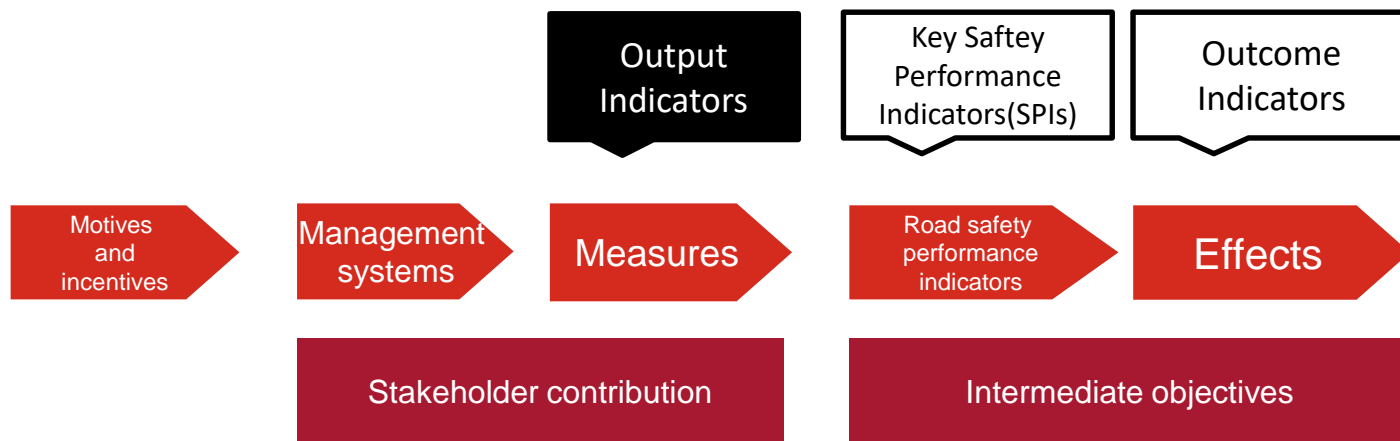
# Challenges

- Leadership on all levels of society is critical for the success of the management model
- Stronger policy instruments and incentives are needed to close the gap between analysis and the implementation of countermeasures
- The road safety performance indicators may be supplemented to be more driving and challenging



# Developing performance indicators

... more driving and challenging indicators



# Road Safety Action Plan, 2019-2022

111 commitments/ambitions from 15 stakeholders

Focus/priority areas:

- Speed
- Sober driving
- Safe cycling





# Thank You!

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**Trafikverket**

**Swedish Transport Administration**