



Pedestrian and Cyclist Safety National Conference

9 June 2006, Transport Accident Commission, Melbourne

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“ Road traffic safety in the urban area – some experience from Sweden”

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Before 1967

- Learn road users to handle a complex environment
- Focus was on information and education

Traffic education in Sweden

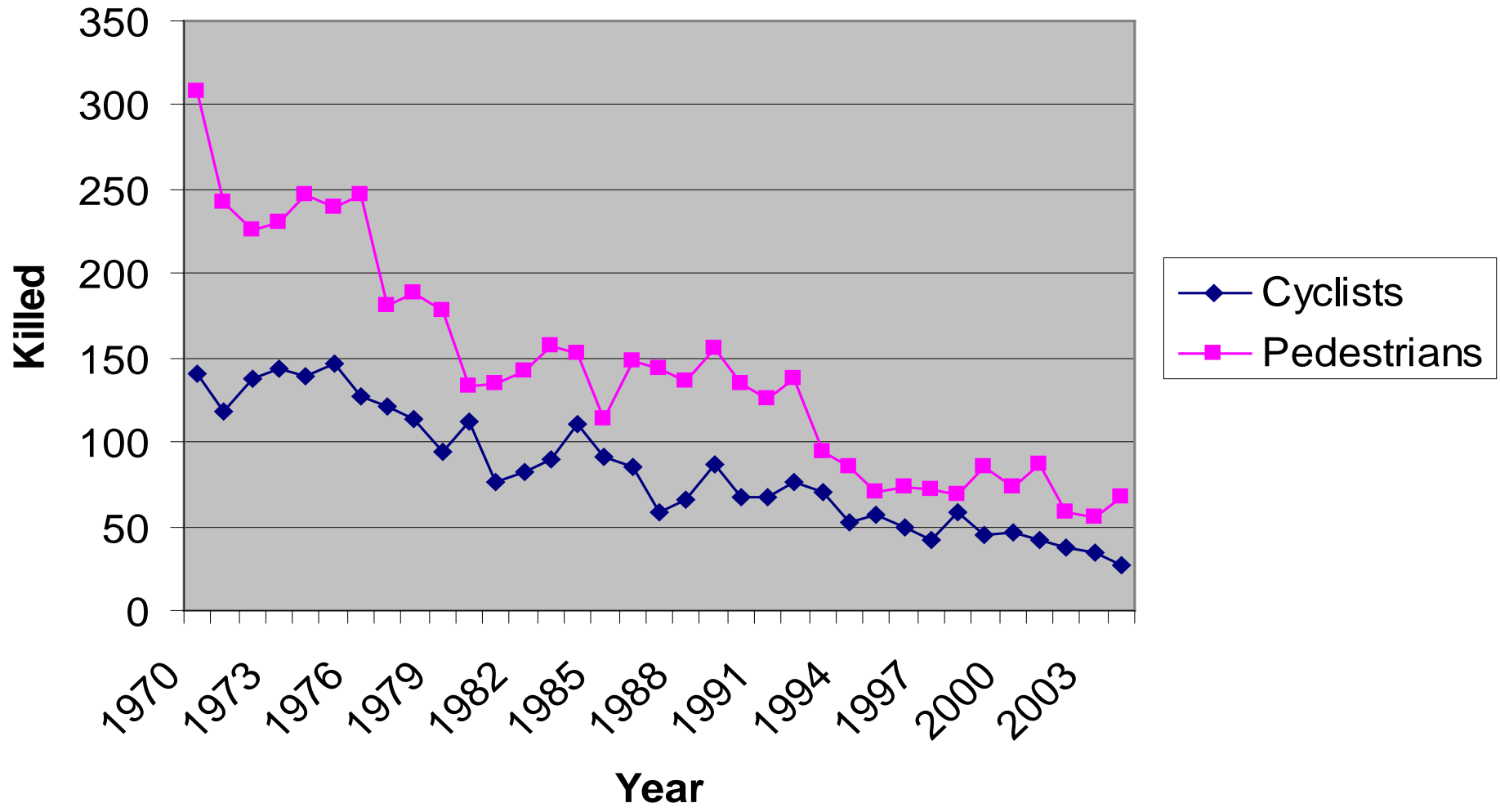


1970

- SCAFT principles
- Reduce the exposure
- Special roads for special type of road users
- New suburbs outside Stockholm, Gothenburg and Malmo for example

Million program in Sweden





Possible unwanted negative effects

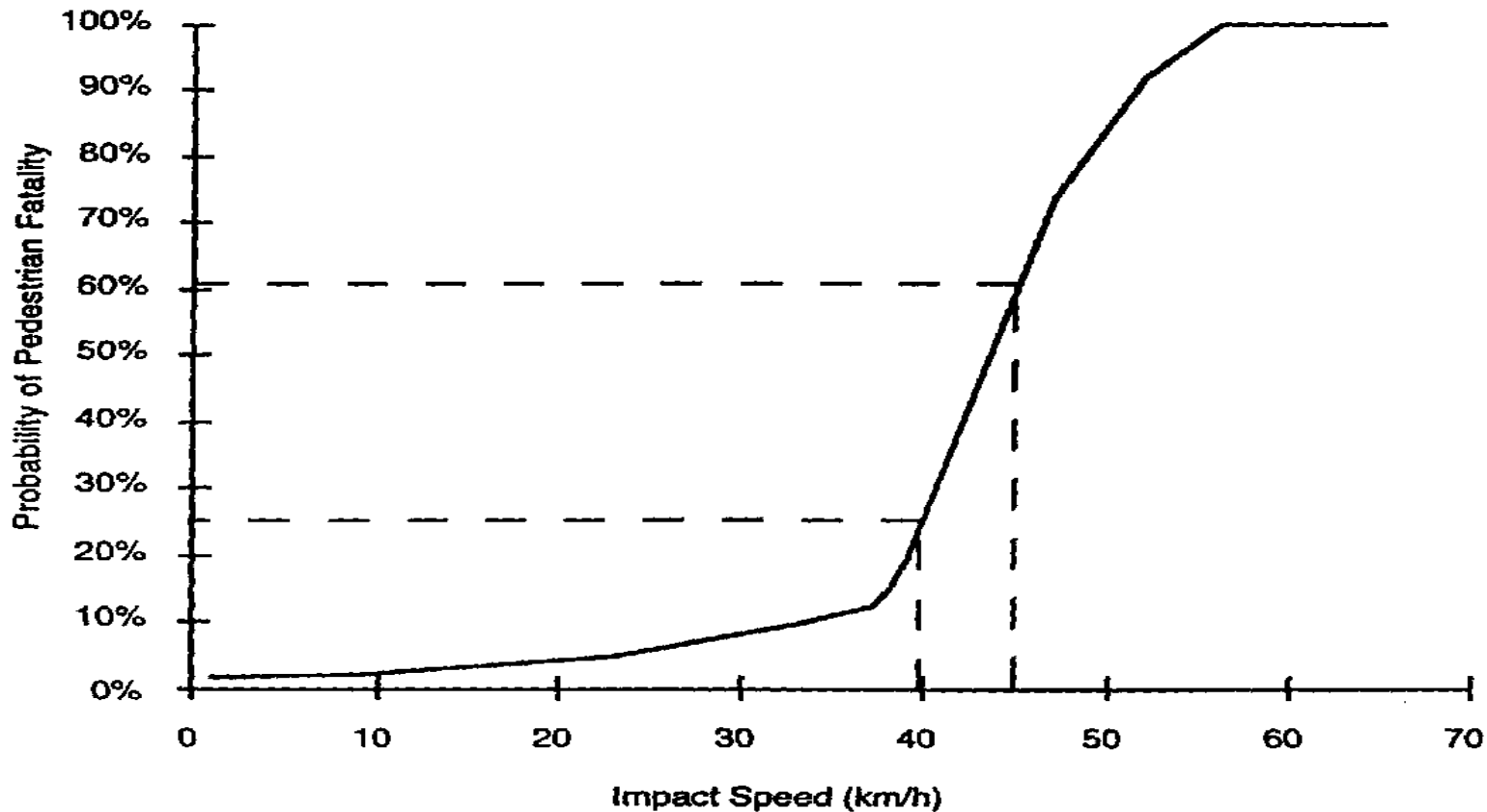
- Barrier effects
- Environmental and other health problems

Vision Zero – a new road traffic safety policy

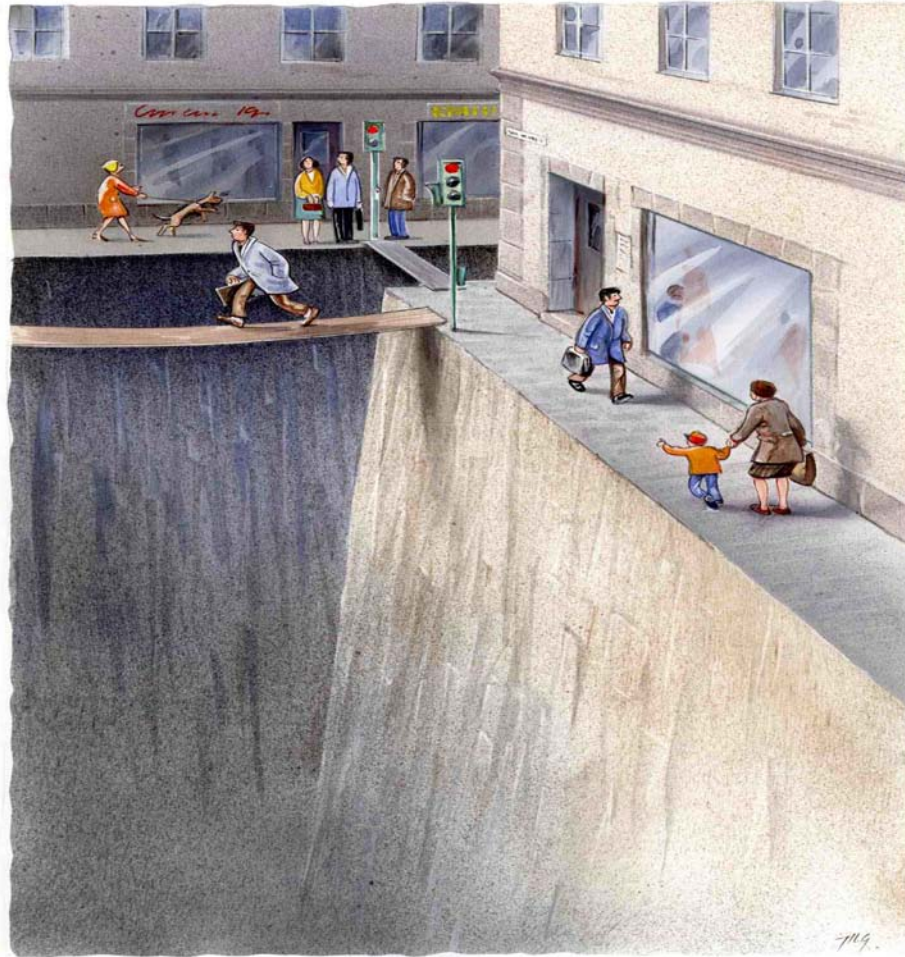
- Decision of the Swedish parliament 1997
- People make mistakes
- Human tolerance for violence
- Speed is the most important regulating factor for a safe interaction between unprotected road users and cars

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 Fehlmann (1983)







Calm street

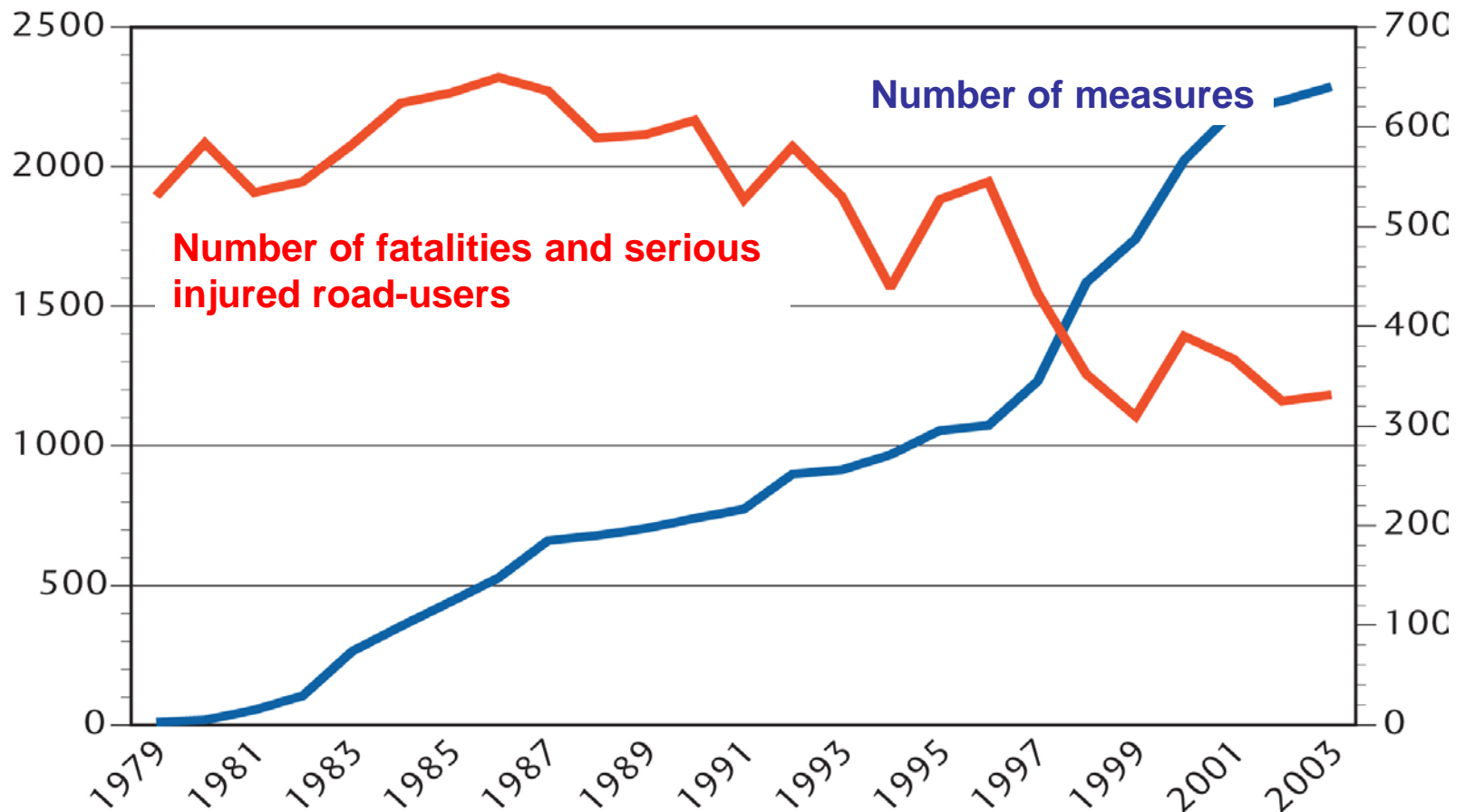
- A handbook for urban planners and traffic engineers
- From policy (principles) to practical guidelines

Gothenburg

- Second largest city in Sweden
- Extensive tram network
- One of the first towns that implemented Vision Zero principles

- The Swedish National Road and Transport research Institute (VTI) made an evaluation and compared changes a in number of serious injuries between the period 1994-1996 and the period 2000-2002.
- Number of hospitalised cyclists decreased by 55 % and number of hospitalised pedestrians decreased by 32 %
- Most of the effects are due to measures that reduce speed

Traffic safety countermeasures and effects in Gothenburg





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