SPECIAL SESSION: VISION ZERO AND SAFE SYSTEM

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GENERAL DESCRIPTION OF THE SPECIAL SESSION

The issue of how to improve traffic safety is an international concern. To stem the road death epidemic, the United Nations have set the target of halving traffic fatalities by 2020. Every year, 1.25 million people are killed in road crashes and up to 50 million are seriously injured. Road crashes kill more people than malaria or tuberculosis and are among the ten leading causes of death. Their economic cost is estimated at 2-5% of GDP in many countries.

The Vision Zero as well as the Safe System approach and methods offer something for every country and situation - even though some interventions fit better in some countries than others. The special session about Vision Zero and Safe Systems will highlight and discuss important aspects having been proved effective to decrease road deaths and injuries.

1. RENEWED COMMITMENT TO VISION ZERO
Kenneth Svensson, Swedish Transport Administration, Sweden

In October 1997, the Swedish parliament adopted Vision Zero as a new long term goal and strategy for safety. It is twenty years since this historical decision was made and in this talk both Swedish and global experience how Vision Zero has affected both safety operations, safety technology and interventions and finally the effects of all this will be presented and discussed. Now we can clearly say that it is possible to construct safe systems to support people in the traffic. To ensure safe mobility for all road users, a few innovations have been implemented, such as safe pedestrian, cycle and moped crossings in urban areas, and 2+1-lane roads.

The primary objective of the Vision Zero in relation to the behaviour of road users, is to help and support them comply with key traffic rules. Such an approach takes it starting point in their capabilities and limitations. But we need to have a balanced expectation on what can be achieved with regard to human
behaviour with traditional behavioural shaping measures and acknowledge the possibilities of technical development. Further, the behaviour of organizations is also important in supporting their individuals to act safely. In October 2916, the Swedish Government renewed its commitment to Vision Zero.

2. VISION ZERO AND TRAFFIC SAFETY IMPACT
Anna Vadeby, VTI, Sweden

3. SAFE SYSTEM VERSION 3.0 IN THE NETHERLANDS
Rob Eenink, SWOV, the Netherlands

4. SAFE SYSTEM IN AUSTRALIA
Jennifer Oxley, Monash University, Australia

5. DEVELOPMENT OF ROAD SAFETY PERFORMANCE INDICATORS AND ITS APPLICATION TO KOREA
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Safe system approach becomes the prevalent concept on the success of several road safety programmes. Opposing the traditional perception that human errors lead to road crashes, safe system approach emphasizes the responsibilities of all relevant parties to road crash. The local governments are no exception. However, there is no competition between them since they are entitled to get monopolistic power to implement road safety policies. It deters their proactive actions for safer road system. The study develops the Road Safety Performance Indicators (SPIs) to evaluate and compare the performance of local government. SPIs are measurement to capture the intermediate steps between actions and final outcomes in term of road deaths and casualties. The proposed index, a set of indicators, consists of four categories to: (a) institutional management, (b) intervention, (c) Intermediate outcome and (d) final outcome. It is applied to metropolitan areas and provinces in Korea showing the highest road fatalities rate among OECD member countries in 2015. It will be converted the road safety performance scores to show the level of safe system of local government in Korea. As the level of road safety system and road death varies considerably, it will provide useful information to which part is more important to achieve final results: reduction of road fatalities, serious injuries and crashes.