

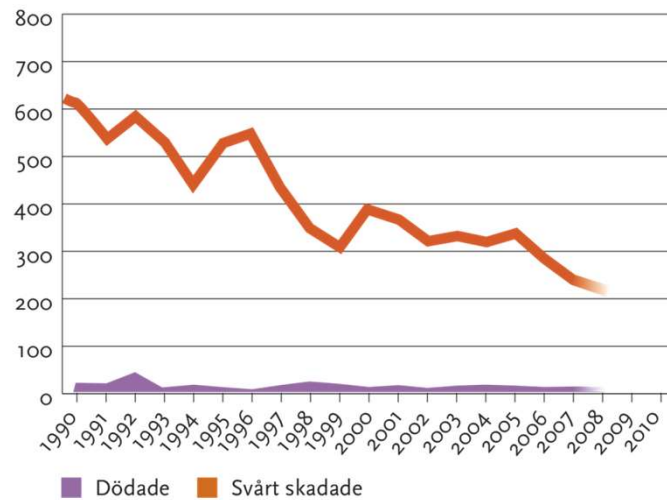
Municipal road safety audit, basis for a new direction for road safety work

5D Capacity building for road safety

Suzanne Andersson City of Gothenburg



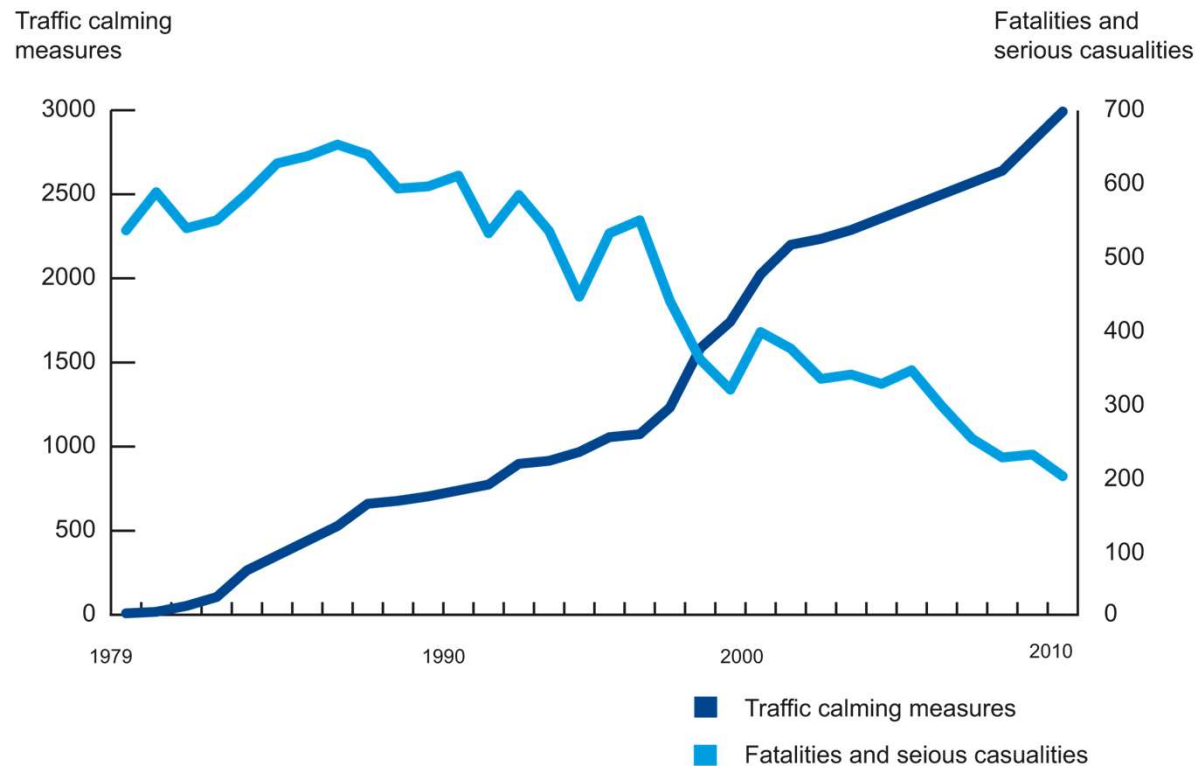
DÖDADE OCH SVÅRT SKADADE 1990 - 2007



City of
Gothenburg

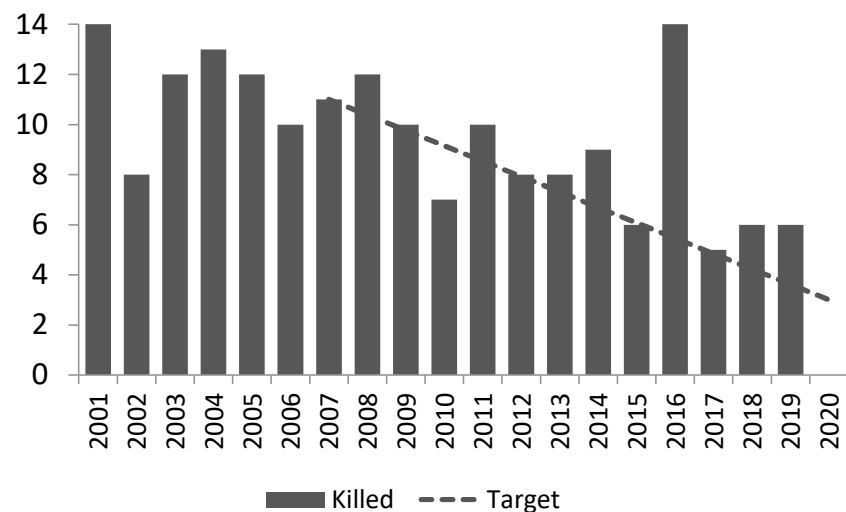
**Gothenburg has succeeded,
but still failes every day**

Successful reduction of fatalities and injuries



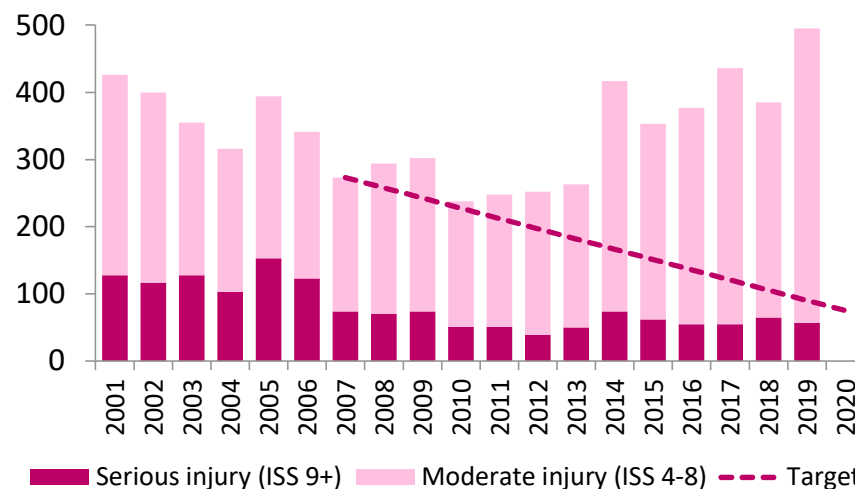
Far from the goals

Fatalities in traffic



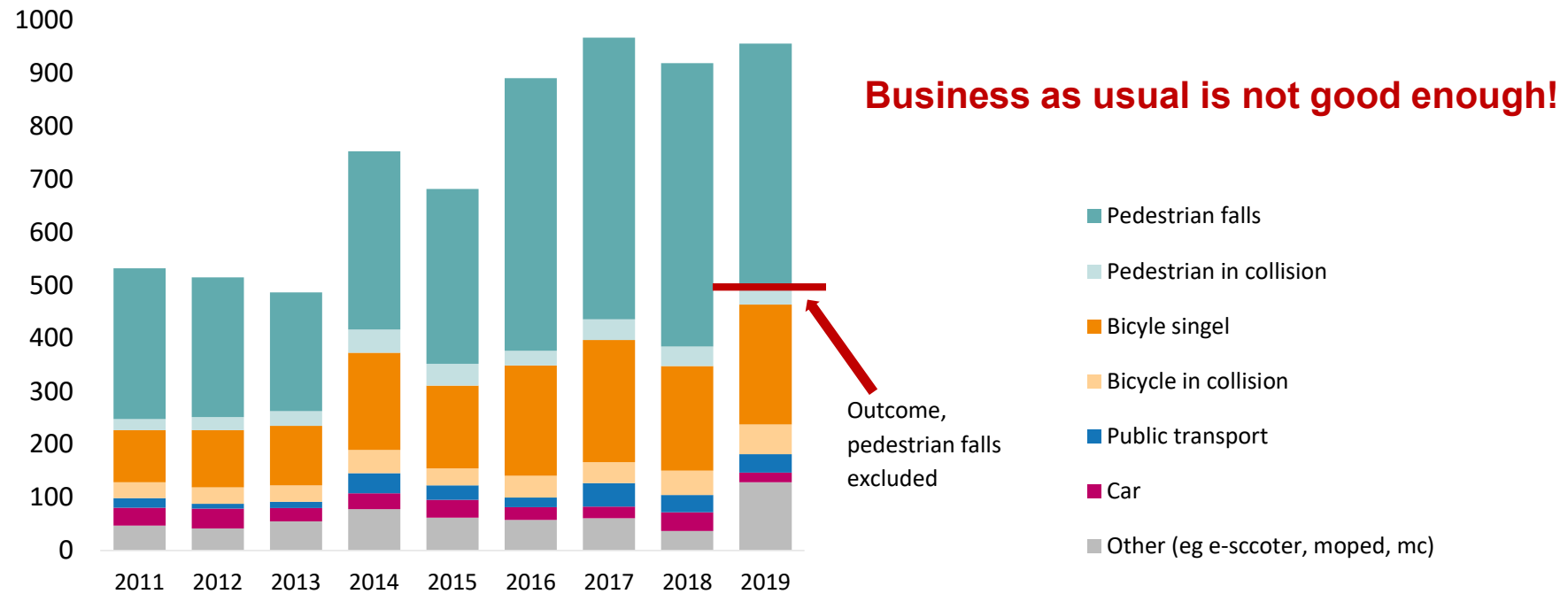
Data source: STRADA (Swedish Traffic Accident Data Acquisition) police and hospital, The Swedish Transport Agency

Moderate and severe injuries (pedestrian falls excluded)



Data source : STRADA (Swedish Traffic Accident Data Acquisition) hospital, The Swedish Transport Agency

Injuries in Gothenburg traffic (pedestrian falls included) (ISS-score 4+)



Data source : STRADA (Swedish Traffic Accident Data Acquisition) hospital, The Swedish Transport Agency

Sustainable city – open to the world

Road safety audit for municipalities



Method for evaluating and improving municipalities' road safety work where ISO 39001 is integrated

The road safety audit results in:

1. Description of the current situation - what and how
2. Mapping of strengths and weaknesses
3. Suggestions for improvements and priorities

 Basis for the direction for the continued traffic safety work

Method provided by



Swedish Association of
Local Authorities and Regions,
SALAR

Seven assessment areas

1. Accidents and injuries
2. Organization and governance
3. Physical Planning
4. Traffic planning, traffic safety measures and local traffic regulations
5. Operation and maintenance
6. Vehicles, travel and transport
7. External cooperation
8. Additions: tramways, new mobility solutions



Sveriges
Kommuner
och Regioner



Göteborgs
Stad



Hållbar stad – öppen för världen

[illegible]

Assessment of the current situation **STRENGTHS**



EXAMPLES

- ✓ The traffic safety work is **based on the Vision Zero** and Safe System Approach
- ✓ More than 75% of the city's main **network for cyclists** is **traffic-separated or speed-secured**
- ✓ Approximately **1400 speed-safe bicycle crossings** / passages and circulation points
- ✓ Requirements are set for **winter road maintenance** and during spring and summer period in terms of **surface standard** and cleanliness
- ✓ There is a **travel policy**, and this contains traffic safety requirements for business trips
- ✓ The city sets traffic **safety requirements** when purchasing **new vehicles**
- ✓ Participation in several **networks** for the exchange of experience in road safety
- ✓ Capture new opportunities through **technological development** for example, geofencing on a larger scale

Assessment of the current situation, some **WEAKNESSES**

- **Pedestrians in fall accidents** not included in the road safety program
- **No systematic review** of road safety in the projects
- **No follow-up** of road safety in the city with indicators other than the goals
- The implementation of the **speed plan is awaiting** a national decision on base speed in urban areas



Conclusions and recommendations

Focus areas

1. Road safety in context of sustainable mobility
2. Management and systematic approach
3. Prioritise pedestrians and cyclists
4. Speed management
5. Travels, vehicles and transport
6. New mobility solutions, innovation and technology development



Next step, to do



Management Committee for Road Safety

Propose Vision Zero as one of the city's visions

New road safety plan, pedestrians in fall accidents included

- Goals and indicators,

- Strategies and focus areas

Ensure basic competence in road safety, vision zero and its application

Input from international goals and trends

The city is an active party in the development and innovation of new mobility solutions such as micro-mobility, geofencing, automated transport



Thank you!

NOLLVISIONEN

TILLSAMMANS
RÄDDAR VI LIV

VISION ZERO
TOGETHER
WE SAVE LIVES

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