

# **Speed management at the national level**

**Matts-Åke Belin, Swedish Road  
Administration**

**Future Directions in Speed Management  
Hotel Renaissance, 15, rue du Parnasse 1050 Brussels  
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## Swedish Parliament decision in May 2009

- Interim target: reducing the number of fatalities in traffic by 50 % until year 2020. (Base year 2006-2008).

Corresponds to maximum 220 persons killed in 2020.

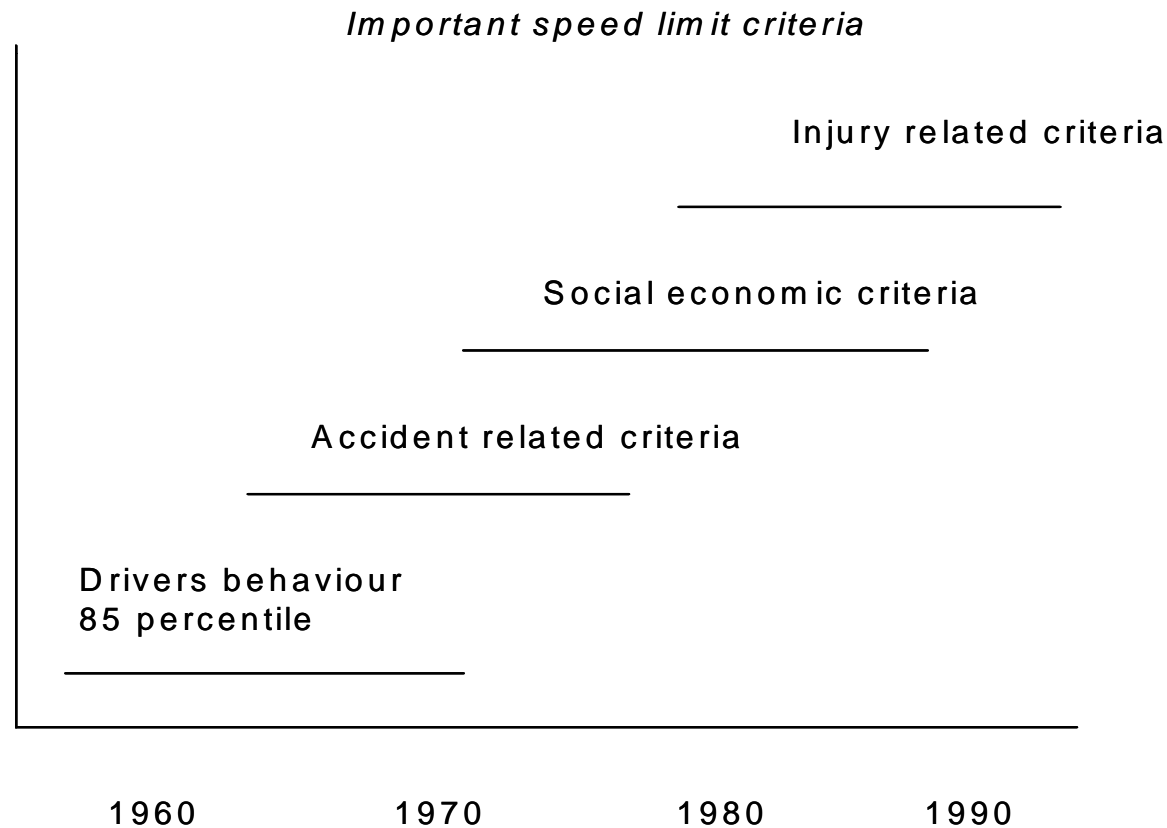
- Interim target: reducing the number of severely injured in traffic by 25 % until year 2020. (Base year 2006-2008).

Corresponds to app. Maximum 4 000 persons severely injured in 2020.

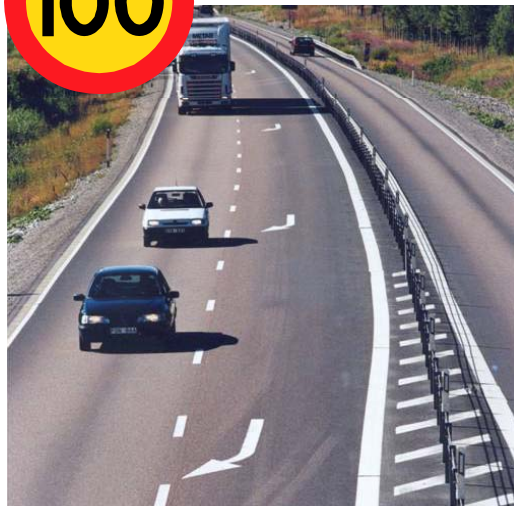
## Obtaining numeric interim target (cont.)

<u>Indicator</u>	<u>Objective</u>	<u>Start</u>	<u>Effect</u>
1. Speed (rural)	80 %	43 %	88 lives
2. Speed (urban)	Increase by 86 %	Not defined	29 lives
3. DUI	99,9 %	99, 76 %	30 lives
4. Seat belt	99 %	96 %	40 lives
5. Bicycle helmet	70 %	25 %	10 lives
6. Car safety	100 %	60 %	90 lives
7. Heavy vehicles	100 %	0 %	25 lives
8. Rural roads	75 %	52 %	62 lives
9. Urban roads:1	Not defined	25 %	
10. Urban roads:2	Not defined	50 %	30 lives (9+10)
11. Emergency	Not defined	Not defined	
12. Fatigue	6 %	12 %	
13. Valuing of road safety			20 lives(11,12,13)

# Setting Speed limits – the first step in a speed management system



# Speed limits based on injury related criteria –



or



## Next step: prevent people from speeding – different strategies different perception of the problem

	Traditional approach	Vision Zero approach
Different problem	~ 50 % speeding	~ 50 follow the current speed limits
Behavior	Rational individual road user. Cost/Benefit	Social norm (other road users) and the road environment design
Major strategy	Increase the cost through enforcement and sanctions	Create support system
Example	Hidden mobile speed cameras. Intelligent speed adaption system based on active technology	Open large scale speed camera system, Intelligent speed adaption system based on support technology

# Effects of Road Safety camera system established during 2006

- “The results suggest that speed cameras reduce the number of fatalities by 20 to 30 percent and the number of people killed or seriously injured by 20 percent. “

Effekter på trafiksäkerhet  
med automatisk trafiksäkerhetskontroll  
Publication 2009:9, Swedish  
Road Administration

# The Swedish peoples acceptance for Road safety (speed) cameras

- 79 % of the Swedish people believe that automatic speed enforcement is a good way to prevent road users from speeding.

# Communication – a crucial element in a speed management strategy

- From accident prevention to injury prevention
- From speed as an individual decision to speed as a part of the societal dimension

## Final remarks:

- Speed management strategy is based on
  - Speed limits
  - Support compliance
  - Society focused communication