

Stockholm's Vision below zero



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The Capital of Scandinavia

Vision zero – ”nollvisionen”

- No-one should be killed or seriously injured on our roads
- *”But people make mistakes”*
 - So, adapt roads, streets and vehicles so mistakes don’t lead to death or serious injury
 - Road managers and road users share responsibility

In 2016 5 people
lost their lives on
Stockholm's roads



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Stockholm Road Safety Plan 2010-2020



Goal: 40% reduction in KSI

Top priority – most impact + city responsibility:



Speed management



Safer high streets



Maintenance

Lower priority:

- Heavy vehicles
- Local streets
- Seat belt use
- Cycle helmet use
- Sober drivers

The importance of the right data



Police data:

- Vehicle crashes
- On-site injury assesment

#1 Vehicle shunts

#2 Vehicle/pedestrian or bike

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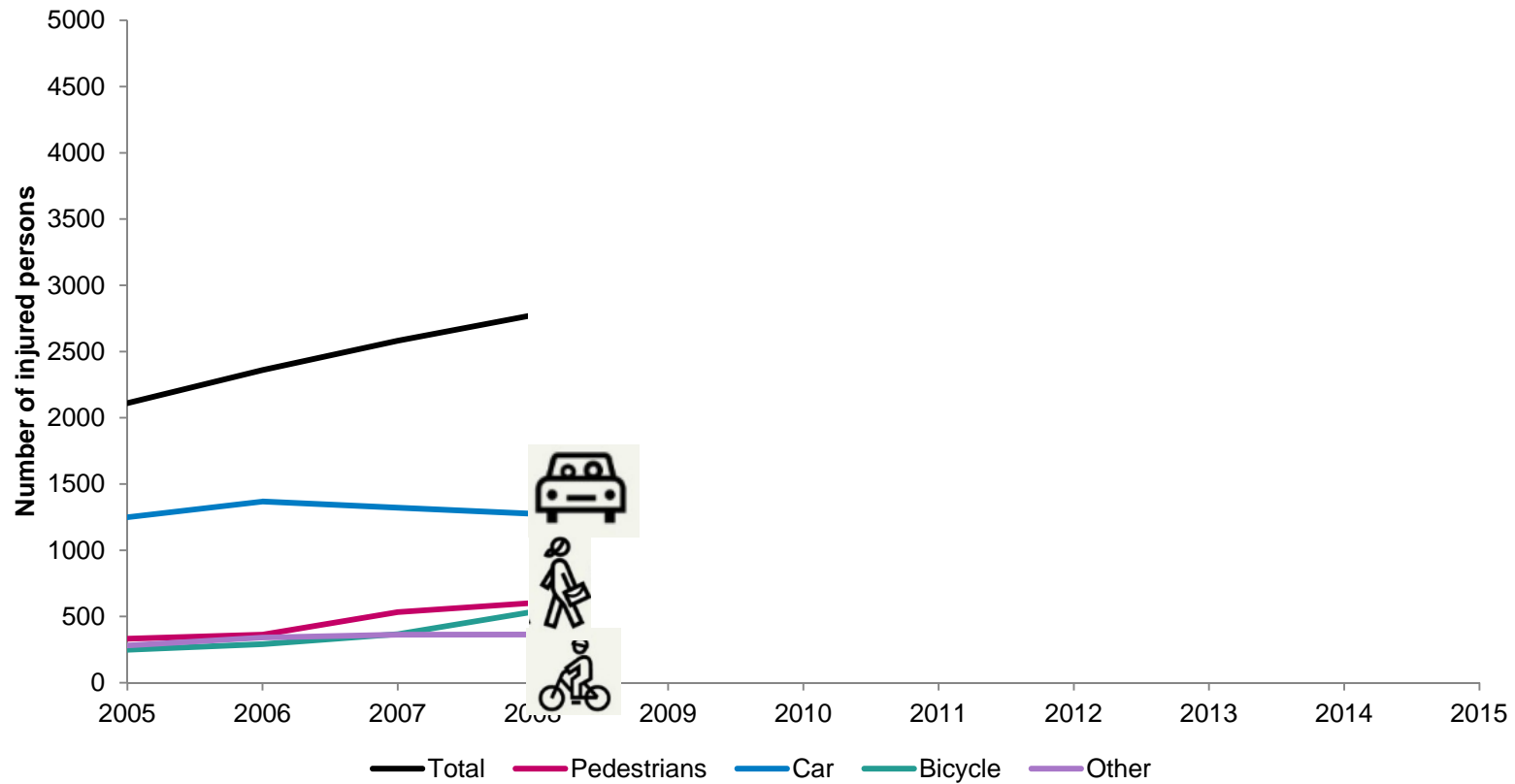
Hospital data:

- Single person injuries
- Medical injury assesment

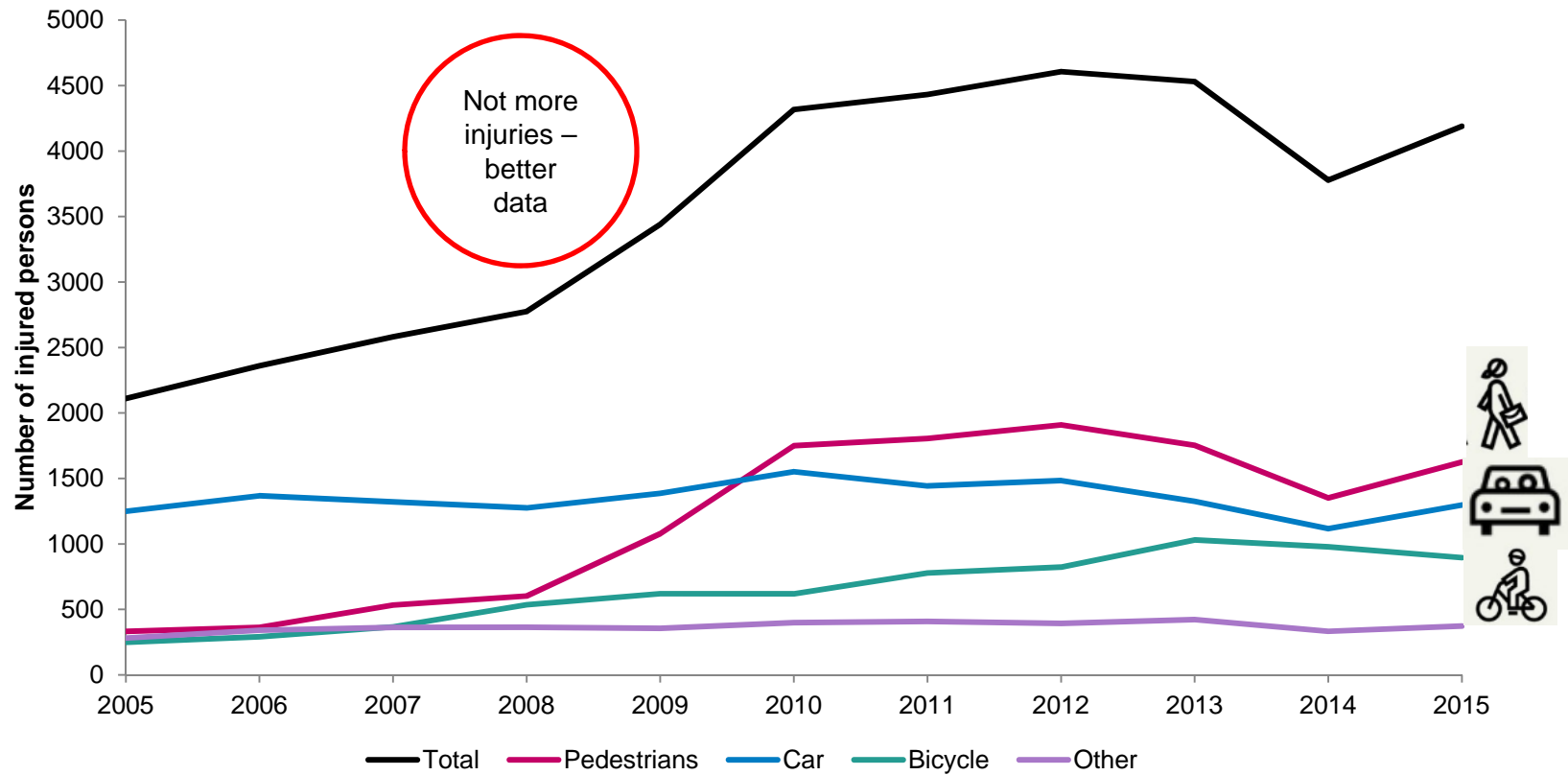
#1 Pedestrian slips and trips

#2 Vehicle shunts

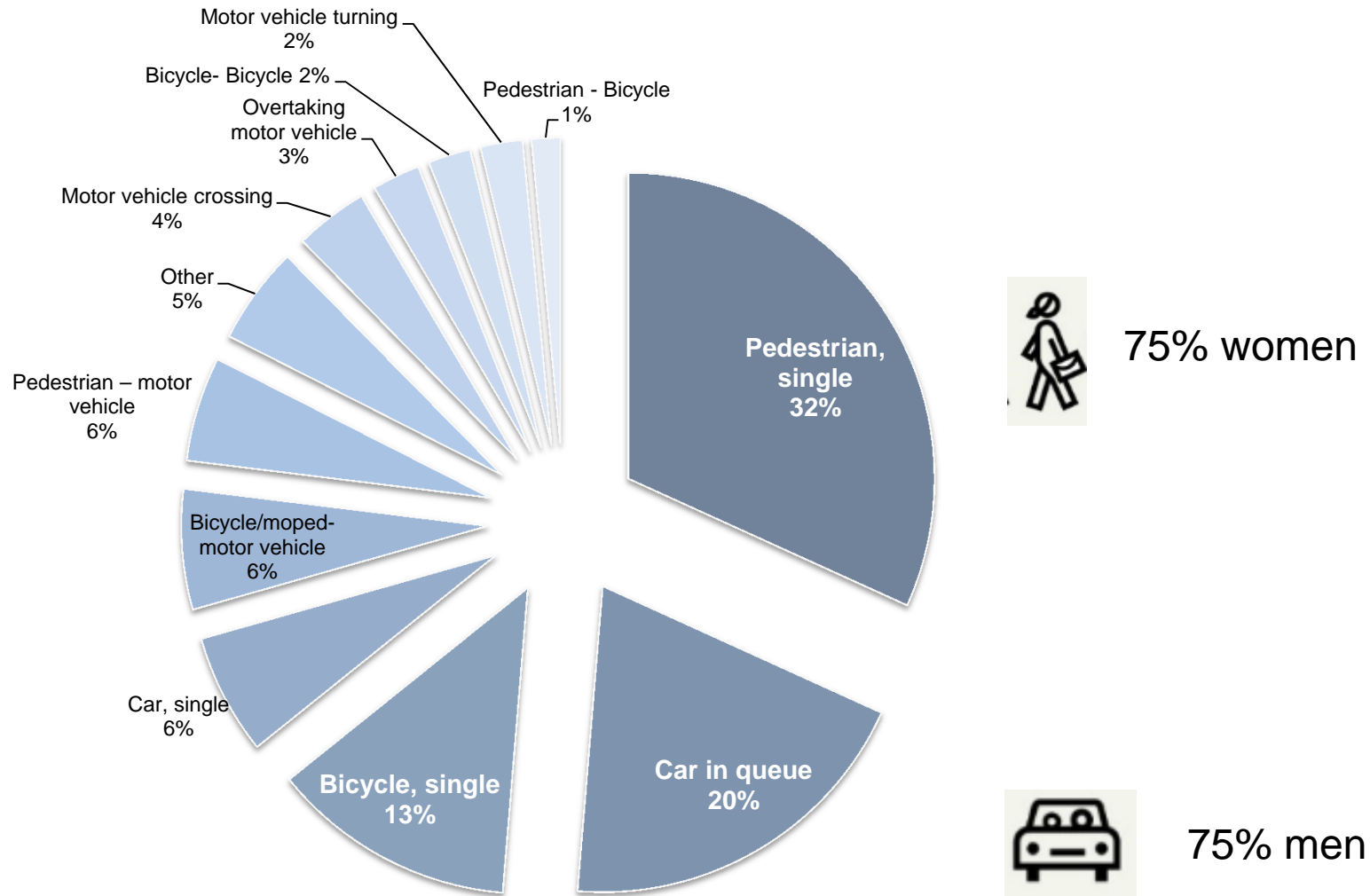
Police data – focus on vehicle crashes



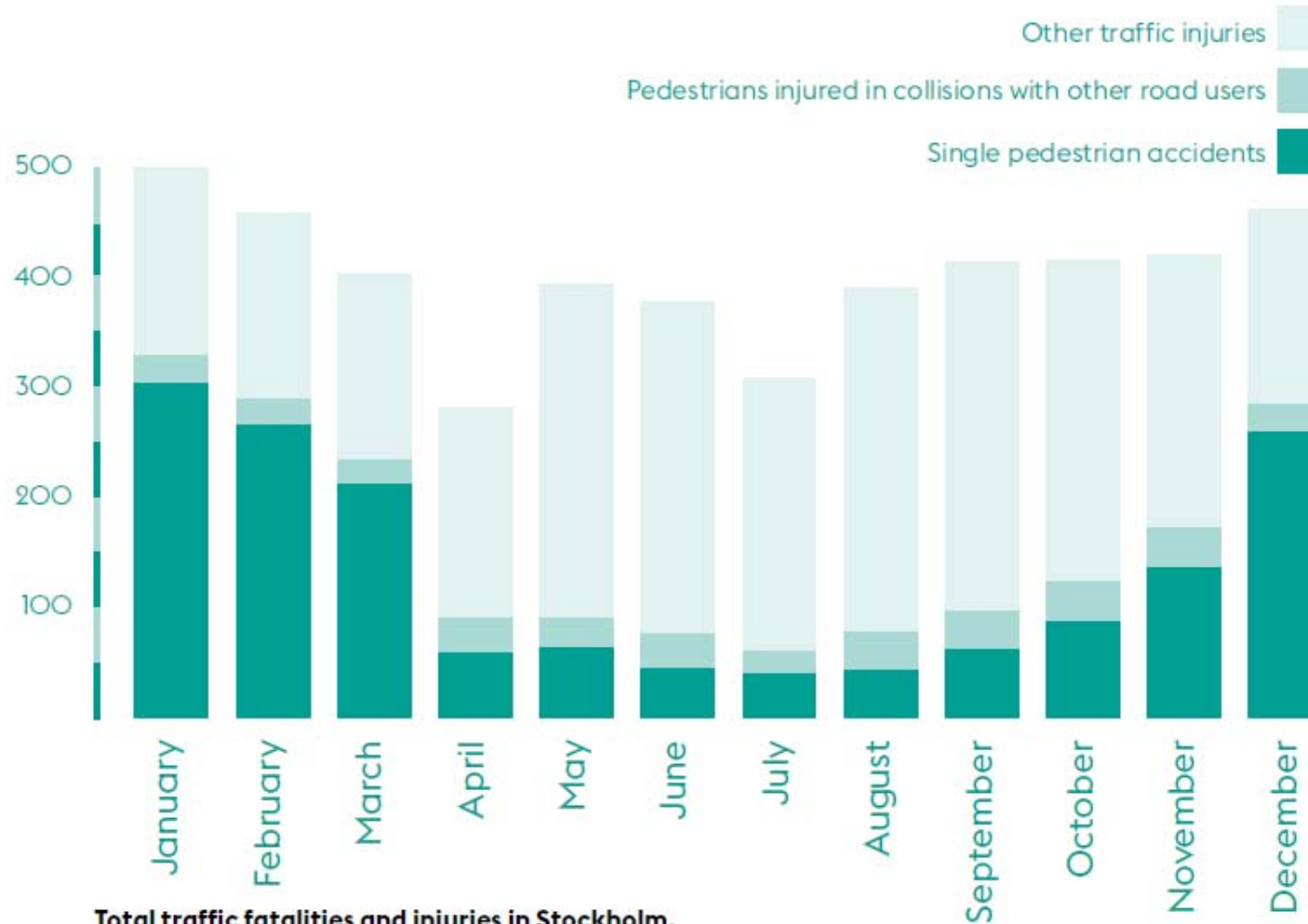
Hospital data makes the real issue clear



Categories of injuries 2015 (hospital data)



Pedestrian injuries - a winter maintenance issue



Total traffic fatalities and injuries in Stockholm,
broken down by monthly average for the years 2010–2013.

Annual cost of single pedestrian injuries in Stockholm:

- SEK 500 million (CA\$ 75 million)

Annual budget for snow clearance

- SEK 200 million (CA\$ 30 million)



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Winter isn't only snow and ice...

- Darkness – Stockholm's shortest day is just 6 hours long
- Low winter sun
- Thaw
- Leaf fall
- Sand and gravel removal



Get the basics right

- **Dense mixed use neighbourhoods**
- **Walkability (and cyclability)**
- **Attractive transit**
- **Demand management**