The Swedish Police Enforcement Initiative to reach the Goal of Vision Zero
Presentation

- The Swedish Police organisation
- The Swedish Police Traffic Safety Strategy
- Evaluation of intensified speed monitoring in Police Region West

Superintendent Jenny Wester
The Swedish Police Region West, the Specialized Traffic Police
Sweden

Population: 9,500,000
450,295 sq km

Canada

Population: 36,950,465
9.98 million sq km
The Local Police District – The heart of the Police

The Basis for all police activities. Short, fast decision-making processes provide for well functioning local Police activities.

- More than half of the Police region’s activities are carried out in the local Police districts, closer to the citizens.

- Local Police efforts are strengthened through assigning resources and locally mandated for decision making.
The Local Police District - the Heart of the Police

Examples of traffic surveillance in the local Police district;

- Speed check with laser instruments
- Road crime
- Drunk driving
- TISPOL (speed check, drunk driving, work for safer roads and reduce the road crime).
The Specialized Traffic Police

in Region West

Skara (1 unit)
Vaenersborg (1 unit)
Gothenburg (2 units)
Halmstad (1 unit)

Superintendent Jenny Wester
The Specialized Traffic Police Region West

Examples of traffic surveillance carried out by the Traffic Police are:

- Tachograf and octet (The Truck drivers driving- and resting time)
- Control of the vehicle loaded dangerous goods
- Vehicle inspection on road
- Control of taxi vehicles (company/hauliers)
- ATC (mobile automatic traffic camera)
- TISPOL (check the Commercial road transports, speed check, drunk driving, reduce Road crime and work for safer roads).

Polisen
Swedish Police
The Traffic safety goal for the Swedish roads

In the Year of 2020

This means that the number of fatalities in 2020 may not exceed 220!

How can the Police contribute to achieve this goal?
The Swedish Police´s Traffic Safety Strategy
VISION ZERO

- Introduced in 1995 by the Swedish Government. The Swedish Transport Administration is the coordinating authority.

- Vehicles and road users must be made to interact with each other so that safety can be guaranteed.
The targets set by the EU for Sweden 2020 regarding road safety;

- Road deaths (max 220)
- Seriously injured (up to 4000)

- Work is progressing with safe roads, safe vehicles, increased compliance with speed limits, increased use of bicycle helmets

- The Vision Zero work will continue in collaboration with the Swedish Transport Administration and Swedish Transport Agency together with other agencies and organizations in order to reach further goals.
Working together to achieve common safety objectives of Vision Zero

The Swedish Customs Agency

Road safety organization
Motorbike sobriety Federation
Swedish Traffic Accident Data Acquisition

- Since 2003, official statistics on road traffic injuries are based on information contained in STRADA. It is based solely on police reports.

- Is used in order to, among other things, streamline preventive road safety work.

- Is used by all organizations and authorities who work with road safety.
Key innovations based on Vision Zero

- Barriers in the middle of the road and cameras are innovations that have increased the level of safety on Swedish roads.

- Older solutions such as roundabouts and “alco-locks” have been developed and have acquired greater importance since Vision Zero was established.
Vision Zero

- Vision Zero is a Long – Term – Goal!
- Annual follow-ups are conducted and the milestones are successively updated.
Fatalities in road traffic accidents in Sweden 2006–2017
with required development until 2020

Source; The Swedish Transport Administration and STRADA - Swedish Traffic Accident Data Acquisition
# Swedish road safety indicators

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Required development for 2020 targets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of fatalities</td>
<td>in line</td>
</tr>
<tr>
<td>Number of seriously injured</td>
<td>in line</td>
</tr>
<tr>
<td>1. Speed, state road network</td>
<td>not in line</td>
</tr>
<tr>
<td>2. Speed, municipal road network</td>
<td>not in line</td>
</tr>
<tr>
<td>3. Sober traffic</td>
<td>not in line</td>
</tr>
<tr>
<td>4. Use of seat belts</td>
<td>in line</td>
</tr>
<tr>
<td>5a. Use of bicycle helmets</td>
<td>not in line</td>
</tr>
<tr>
<td>5b. Use of moped helmets</td>
<td>in line</td>
</tr>
<tr>
<td>6. Safe passenger cars</td>
<td>in line</td>
</tr>
<tr>
<td>7. Increase in regulatory compliance motorcycle</td>
<td>not measured yet</td>
</tr>
<tr>
<td>8. Safe state roads</td>
<td>not in line</td>
</tr>
<tr>
<td>9. Safe pedestrian &amp; bicycle crossings</td>
<td>in line</td>
</tr>
<tr>
<td>10. Maintenance of cycle roads</td>
<td>not in line</td>
</tr>
<tr>
<td>11. Systematic road safety work ISO 39001</td>
<td>not measured yet</td>
</tr>
</tbody>
</table>

Source: The Swedish Transport Administration and STRADA - Swedish Traffic Accident Data Acquisition
Police Traffic Safety Strategy

In autumn 2016 the Swedish Police launched a renewed strategy in which we give priority to work on the areas of greatest benefit to road safety.

The most important thing is to focus on:
- Lowering the average speed
- Increasing the proportion of sober drivers
Mission

- The mission of the Swedish Police is to increase safety and reduce crime. The vision for the Swedish Police road safety effort is that no one should die or be seriously injured, which is the same as the Vision Zero policy.

- The Swedish Police set the standards, repress crime, and have the remit to deter and prevent crime.
Focal Points

- Efforts in different Focal Points lead to different result in the different areas.
- The overall goal is to increase the safety for the citizens on Swedish roads and to reduce crime!
Road - Safety

Lowering the average speed by 1 km/h can save approx 15 peoples lives/year!

Success factors;
- Prosecution, from 6 km/h above speed the limits
- Laser
- Average speedometer in the unmarked civil policecars (Pilot)
- Speed cameras; A stationary and mobile automatic traffic camera (ATC)
Road - Safety

Sobriety on the Swedish roads

- General Prevention
- Individual Prevention
- Relapse Prevention
20% of all children have at least one parent with an addiction or high risk of becoming addicted. In Sweden, according to the National Board of Health and Welfare, there are about 485,000 children.

Increasing the number of reports made to The National Board of Health and Welfare to prevent children from growing up in dysfunctional homes.

The Law states; - That anyone who is aware of or suspects that a child is treated badly is obliged to report this to the National Board of Health and Welfare.
Safety - Enhancing

- “Citizen’s Promises” are about listening to what is the most important to those who are living and working in an area, to feel safe. The work aims at building up trust, engaging and involving citizens, together with the Community actors.

- A combination of the Swedish Police, the community and the citizen’s knowledge about the local conditions that will provide a common view.
Road Crime

- Everyone is using the road. The main road network makes it fast to move long distances.

Many types of crime are detected in police controls:

**Examples:**
- Groups that move across Sweden to commit burglary raids
- Human trafficking
- Transports of drugs
Commercial road transport

- Sweden needs to take into consideration and implement a number of EU and UN commitments within the area of activity commercial transport and hazardous goods.

- Commercial road transport-related efforts require specialist expertise secured through a more extensive further training of Police officers and vehicle inspectors.
Fundamental principle

“A large number of people exposed to a low risk are likely to produce more cases than a small number of people exposed to a high risk”

“If every police officer spends some time working in the traffic environment it will be more effective than if only a few police officers does all the work.”

➢ Knowledge & Understanding
➢ The Impact of Speed
➢ The 20-minute Method
Evaluation of intensified speed monitoring in Police region West
Death in the Traffic needs to be reduced!

- Imagine 640 children, women and men on a soccer field!
- All of them - have lost their lives in a road accident during a 10-year period, in the Western Region of Sweden!
What's new?

- Combination of methods
- Communication
- Collaboration with other authorities and associations
- Evaluation
Combination of methods

Toolbox

- Zero tolerance *against speeding* - prosecution from 6 km/h above speed limits
- 20-minute method - laser
- Zero tolerance against *aggressive driving* – average speedometer in the unmarked civil police cars
- Mobile speed cameras - *automatic traffic camera (ATC)*
Communication

Message:

-You can save lives - by slowing down!

- External;
  - It is the responsibility of every driver to keep the speed limits!

- Internal;
  - It is the responsibility of each police officer to work with road safety!
Introduction of the National Traffic Safety Strategy
the Police Region West

Knowledge & Understanding

The Impact of Speed

The 20-minute Method
Selection of roadsections on the Westcoast of Sweden

Source: VTI - Swedish National Road and Transport Research Institute
Evaluation
The VTI’s mission

Purpose
➢ Evaluate new working methods with regard to speed limit compliance tested in Police Region West during 2016.

Method
Summarize police experience, internal and external communication, the effects on mean speeds and speeding offences.

Analyze speed data from 3 different sources;
* NTF's measurements (Belin 2017)
* Transport Administration’s measuring points
* Speed data from ATC (mobile automatic traffic camera) on the Westcoast of Sweden.

Source; VTI - Swedish National Road and Transport Research Institute
Results of the Experiences & stories

Generally
- A majority of the police officers are positive about this effort.
- More of “good information” - internal communication.
- Positive response from the Swedish citizens.
- 20-minute method “is a good working method”, employee’s acceptance, increased visibility.
- The effort resulted in more traffic controls than planned – very important!

Improvement potentials
- The police officer, felt more involved in the selection of the stretches and they want to have more of the control points on the Westcoast.
- More police officers need to be educated in how to use the laser.
  The responsibility of the work environment is important!
- Several short efforts is preferable to one long effort.

Source: VTI - Swedish National Road and Transport Research Institute
Feedback on our Facebook page

- A large number of comments were received at the Swedish Police's Facebook accounts.
- Many citizens were positive about the effort!
- The Citizens also wanted more traffic controls as surveillance at schools, aggressive driving and to check motorcycle drivers?
- Some tips received by the Swedish Police at the Facebook accounts,
- Some tips where also received at the Swedish Police Facebook accounts regarding “so-called problem areas”.

Source; VTI - Swedish National Road and Transport Research Institute
Proportion of non-compliance at each Screening Point (1-5) pre and post the traffic intervention. Source NTF.

Source; VTI - Swedish National Road and Transport Research Institute
Proportion of speed offences in Police Region West pre, during and post the police traffic enforcement in 2016 (left image). The right image accounts for the proportion of non-compliance during the corresponding period in 2015. Swedish Transport Administration fixed screening points.

Source; VTI - Swedish National Road and Transport Research Institute
Conclusions

Question;
- Is it possible to reduce the speed by increasing “the driver’s perceived risk of being detected”?

Answer; - YES!

Some good advice;
- Greatest effect where the compliance was poor from the beginning — important how to select the roadsections to gain effect!
- Most persistent effect where mobile ATC were used in the after period — potential to use mobile ATC more!
- After the end of the effort there was a little reduction — regularity is important!

Source; VTI - Swedish National Road and Transport Research Institute
The name of the report is:

- Utvärdering av intensifierad hastighetsövervakning i Polisregion Väst
  Read more (summary in english)  [https://www.vti.se/sv/Publikationer/](https://www.vti.se/sv/Publikationer/)

- Evaluation of intensified speed enforcement in Police Region West
  The report in english will be published in August 2018;
  [https://www.vti.se/sv/publikationer/](https://www.vti.se/sv/publikationer/)
Time for questions