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¡BIENVENIDOS!



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WELCOME! BEM VINDOS!
¡BIENVENIDOS!

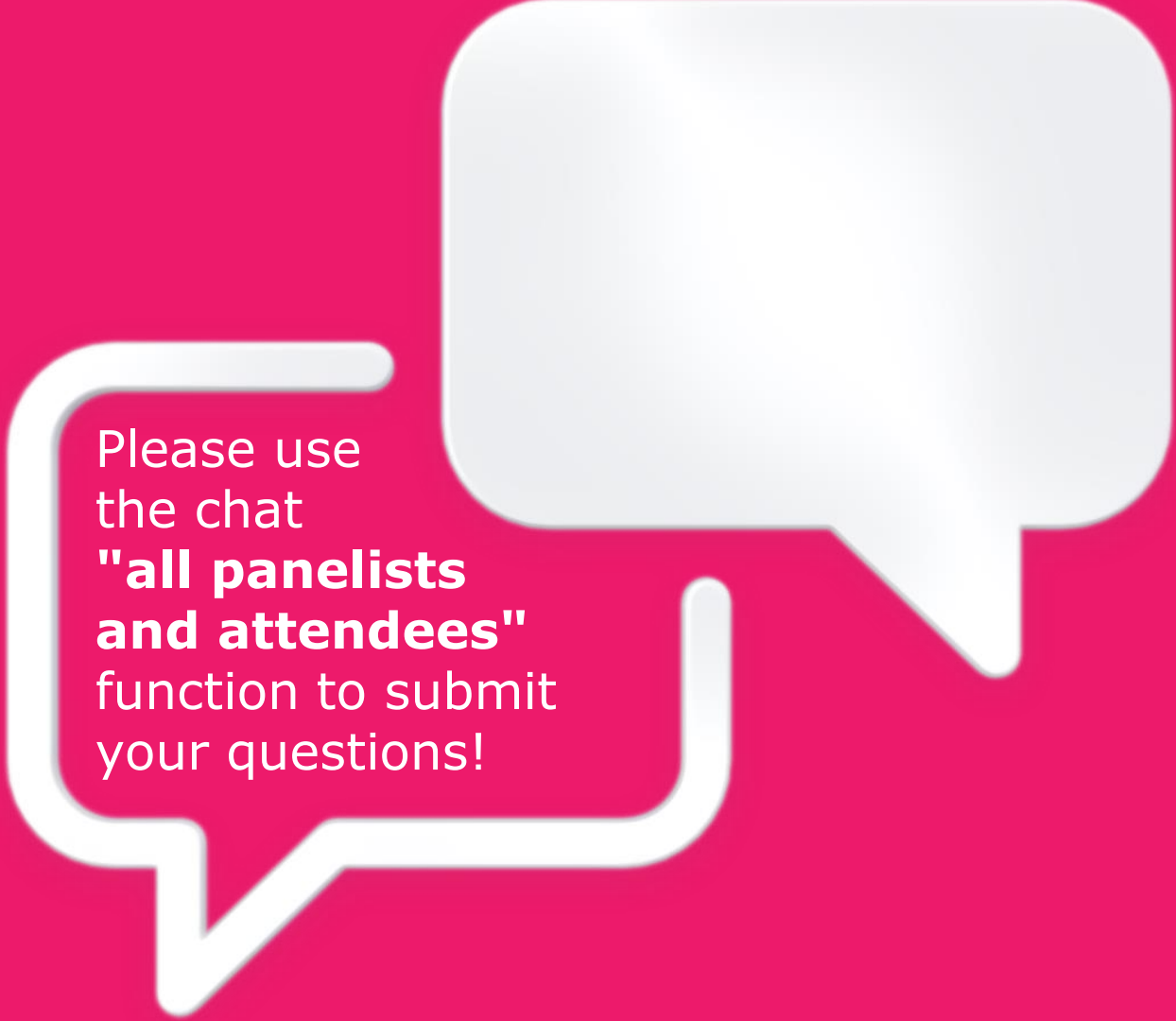


Today's presentation is in English with
simultaneous translation to
Spanish and Portuguese

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VISION ZERO CHALLENGE WEBINAR SERIES: USING DATA TO SUPPORT THE SAFE SYSTEM

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TODAY'S AGENDA

Welcome and Introductions (10 minutes)

Claudia Adriazola-Steil, Director of Health and Road Safety, WRI Ross Center for Sustainable Cities

Presentation: Evidence Based Approach – The Need for Data (10 minutes)

Kenneth Svensson, Special Adviser, Traffic Safety, Swedish Transport Administration, Sweden

Participatory polls for discussion (5 minutes)

Guided discussion: Audience questions for our experts (45 minutes)

Moderated by **Fred Wegman**, Professor Emeritus, Traffic Safety, Delft University of Technology, Netherlands

With panelists:

- **Segundo López**, International Data Coordinator, WRI Ross Center for Sustainable Cities, Colombia
- **Nhan Tran**, Head, Safety and Mobility, World Health Organization (WHO), Switzerland
- **Sara Whitehead**, Public Health and Preventive Medicine Consultant, Vital Strategies, Canada
- **Kenneth Svensson**, Special Adviser, Traffic Safety, Swedish Transport Administration, Sweden

Closing remarks and Preview of Next Webinar (5 Minutes)

Claudia Adriazola-Steil, Director of Health and Road Safety, WRI Ross Center for Sustainable Cities

WELCOME, VISION ZERO CITIES!

1. Arequipa, Peru
2. Belo Horizonte, Brazil
3. Buenos Aires, Argentina
4. Bogotá, Colombia
5. Cali, Colombia
6. Curitiba, Brazil
7. Colima, Mexico
8. Cusco, Peru
9. Fortaleza, Brazil
10. Guadalajara, Mexico
11. Indaiatuba, Brazil
12. La Paz, Bolivia
13. Lima, Peru
14. Medellín, Colombia
15. Merida, Mexico
16. Montevideo, Uruguay
17. Pachuca, Mexico
18. Rosario, Argentina
19. Salvador, Brazil
20. Santiago, Chile
21. Sao Paulo, Brazil
22. San Jose, Costa Rica
23. San Salvador, El Salvador
24. Santa Cruz, Bolivia

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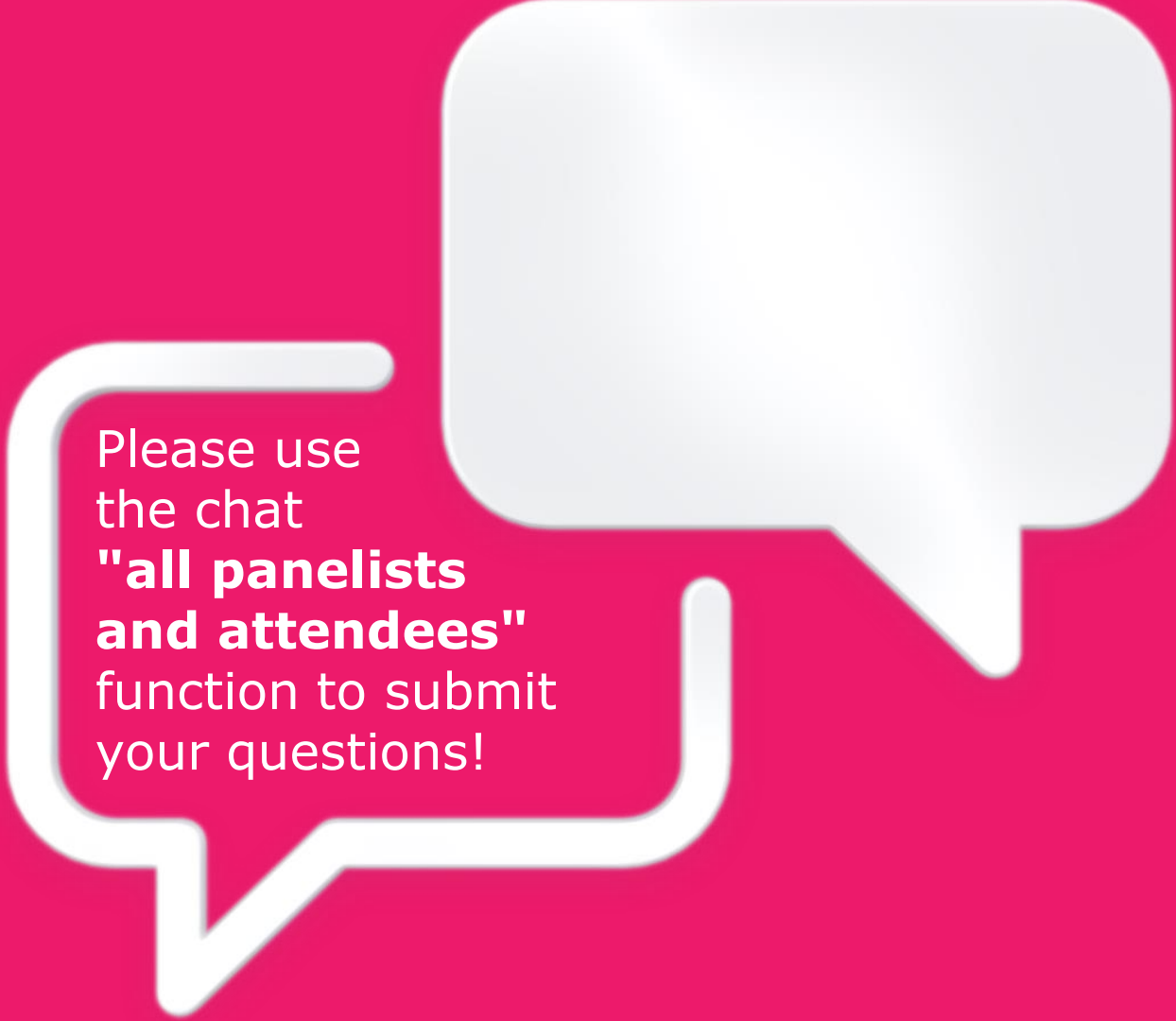


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INTRODUCING TODAY'S GUESTS

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KENNETH SVENSSON

Special Adviser, Traffic Safety, Swedish Transport Administration, Sweden

Asesor Especial, Seguridad de Vial, Administración de Transporte, Suecia

Conselheiro Especial de Segurança Viária, Administração dos Transportes, Suécia



NHAN TRAN

Head, Safety and Mobility, World Health Organization (WHO), Switzerland

Jefe de Seguridad y Movilidad, Organización Mundial de la Salud (OMS), Suiza

Chefe de Segurança e Mobilidade, Organização Mundial da Saúde (OMS), Suíça



SARA WHITEHEAD

*Public Health and Preventive Medicine Consultant,
Vital Strategies, Canada*

*Consultora en salud pública y medicina preventiva,
Vital Strategies, Canadá*

*Consultora de Saúde Pública e Medicina Preventiva,
Vital Strategies, Canadá*



SEGUNDO LÓPEZ

International Data Coordinator, WRI Ross Center for Sustainable Cities, Colombia

Coordinador Internacional de Datos, WRI Ross Center para Ciudades Sostenibles, Colombia

Coordenador Internacional de Datos, WRI Ross Center for Sustainable Cities, Colômbia



FRED WEGMAN

Professor Emeritus, Traffic Safety, Delft University of Technology, Netherlands

Profesor emérito en seguridad vial, Universidad Tecnológica de Delft, Países Bajos

Professor Emérito, Segurança Viária, Delft University of Technology, Países Baixos



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EVIDENCE BASED APPROACH – THE NEED OF DATA KENNETH SVENSSON

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STRIVING
FOR EXCELLENCE IN
TRANSPORT
SAFETY



Evidence based approach - the
need of data

Evidence based approach - the need of data

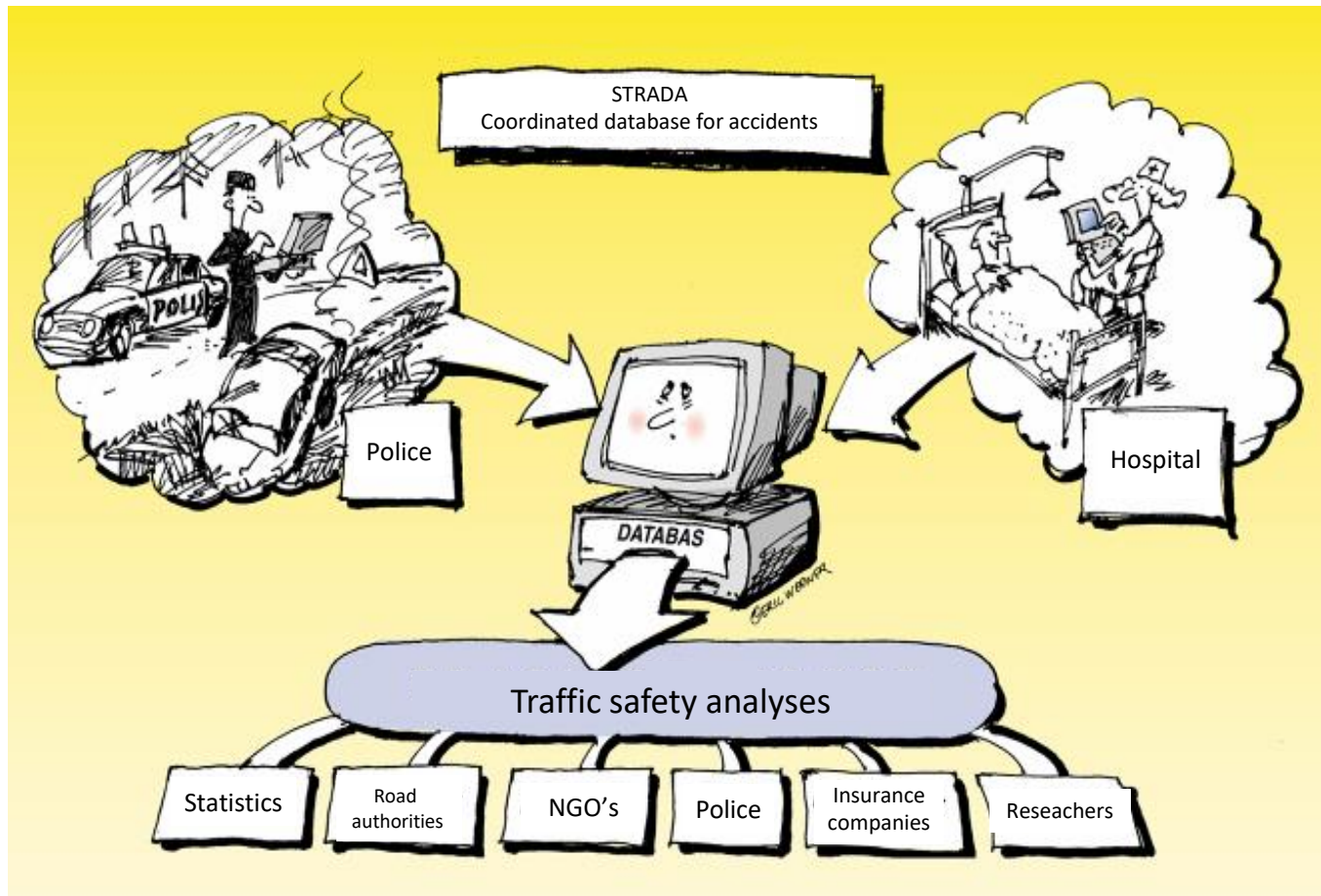
Kenneth Svensson

Special adviser traffic safety

Swedish Transport Administration

STRADA

Swedish TRaffic Accident Data Acquisition



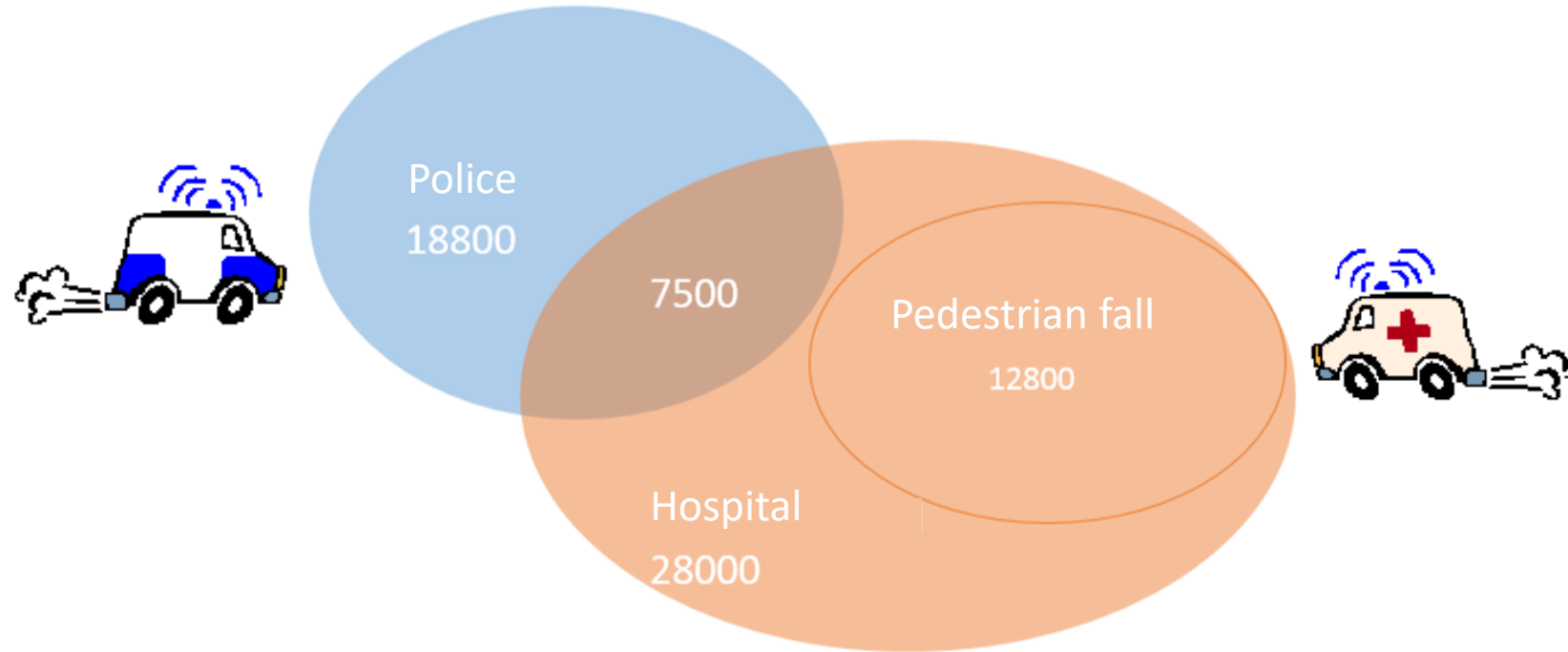
Police report

Polisrapport Vägtrafikolycka		Diycks-ID 1247774	Polisens diarienummer K-837151/17										
Län Skåne län	Kommun Kristianstad	Diyckstillfälle 2017-07-06 18:15 Osäker tid	Diyckstyp K (korsande-motorfordon)										
Olycksplats Industrigatan, Korsningen till Tegelbruksvägen i Kristianstad		Position i kartan Säker position											
Originalskiss finns													
Beskrivning av händelseförloppet Mc kommer körandes på Industrigatan. Pb1 kommer på Tegelbruksvägen. Pb1 har väjningsplikt men ser inte Mc. Mc kör in i vänster sida av bilen.													
Väderleksförhållanden	Väglag	Bebyggelsetyp											
Upphållsväder	Vägbanan torr	Tättbebyggt område											
Ljusförhållanden	Plästyp	Attribut											
Dagsljus	Gatu-/Vägborsning												
Vägnummer/Gatunamn	Väg A: Tegelbruksvägen	Väg B: Industrigatan											
Högsta tillåtna hastighet	40 km/h	40 km/h											
Vägtyp	Annan allmän väg	Annan allmän väg											
Trafikanvisning	Okänt	Huvudled											
Trafikreglering	Väjningsplikt												
Trafiksignal	Saknas	Saknas											
Gatu-/vägbelysning Uppgift saknas													
Nr	Trafikantkategori (antal personer totalt i fordonet)	Refnr	Ålder och liden	Förare	Passagerare	Personskada				Missstänkt påverkad	Övnings körning	Rapporterad av svj.	
				Fram	Bak	Okänt	Död	Svår	Lindrig	Oskadad	Okänt		
1	Personbil (1)	879619	45-K	X						X		N	N
2	Motorcykel (tung) (1)	233294	25-M	X					X		N		J

Hospital report

Trafikskadejournal					
Sjukhus Stockholm, Södersjukhuset	Diyckstillfälle 2010- Osäkert datum Osäkert klockslag	Inkom 2010- Okänt	Inkom med Okänt	Polis på plats Nej	Diycks-ID
Ålder och kön 90 - Kvinna	Rafaransnr	<input checked="" type="checkbox"/> Hem	<input type="checkbox"/> Inlagd på avd	Vårdtid (dagar)	
<input type="checkbox"/> Död vid ankomst	<input type="checkbox"/> Avvek	<input type="checkbox"/> Annat sjukhus Sjukhus			
Län Stockholms län	Kommun Stockholm	Diyckplats Högdalens busstation	Position i kartan Säker position		
Händelseförlopp Snavade på den väldigt höga kanten vid busstationen					
Placering Buss-/Spårvagnshållplats		Bebyggelsetyp Tättbebyggt område			
Vägmärksdigheter					
Annat					
Trafikanten var		<input type="checkbox"/> konflikt med	Diyckan inträffade		
Fotgängare		på fritiden			
Trafikanntid		Skyddsutrustning			
Förare					
Max AIS	ISS	RPMI 1%	RPMI 10%	Diyckstyp	
2	4	0,35	0,03	G0 (fotgängare singel)	
Lätt sk. <input type="checkbox"/> Måttlig sk. <input type="checkbox"/> Allvarlig sk. <input type="checkbox"/> Svår sk. <input type="checkbox"/> Kritisk sk. <input type="checkbox"/> Maximal sk. <input type="checkbox"/> Okänd sk. <input type="checkbox"/>					
Skador • Skeletal - Ulna fracture NFS - Proximal Ulna fracture [olecranon]					

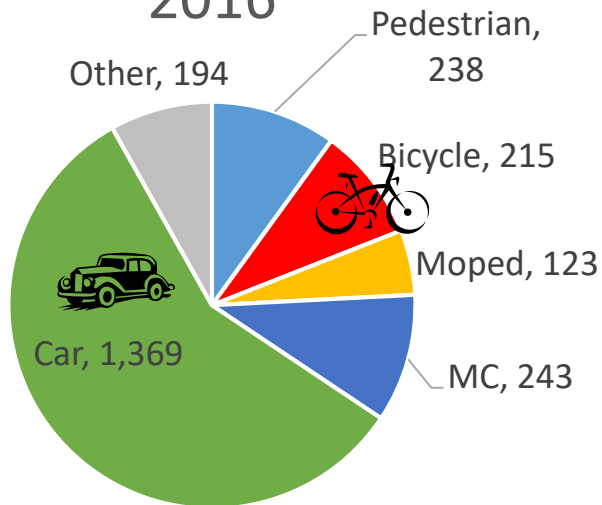
Coverage, from Police and Hospital





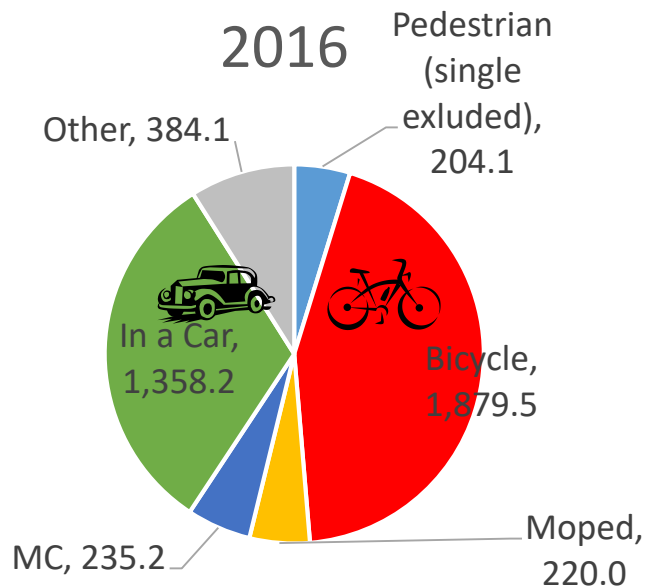
Police, severe injuries

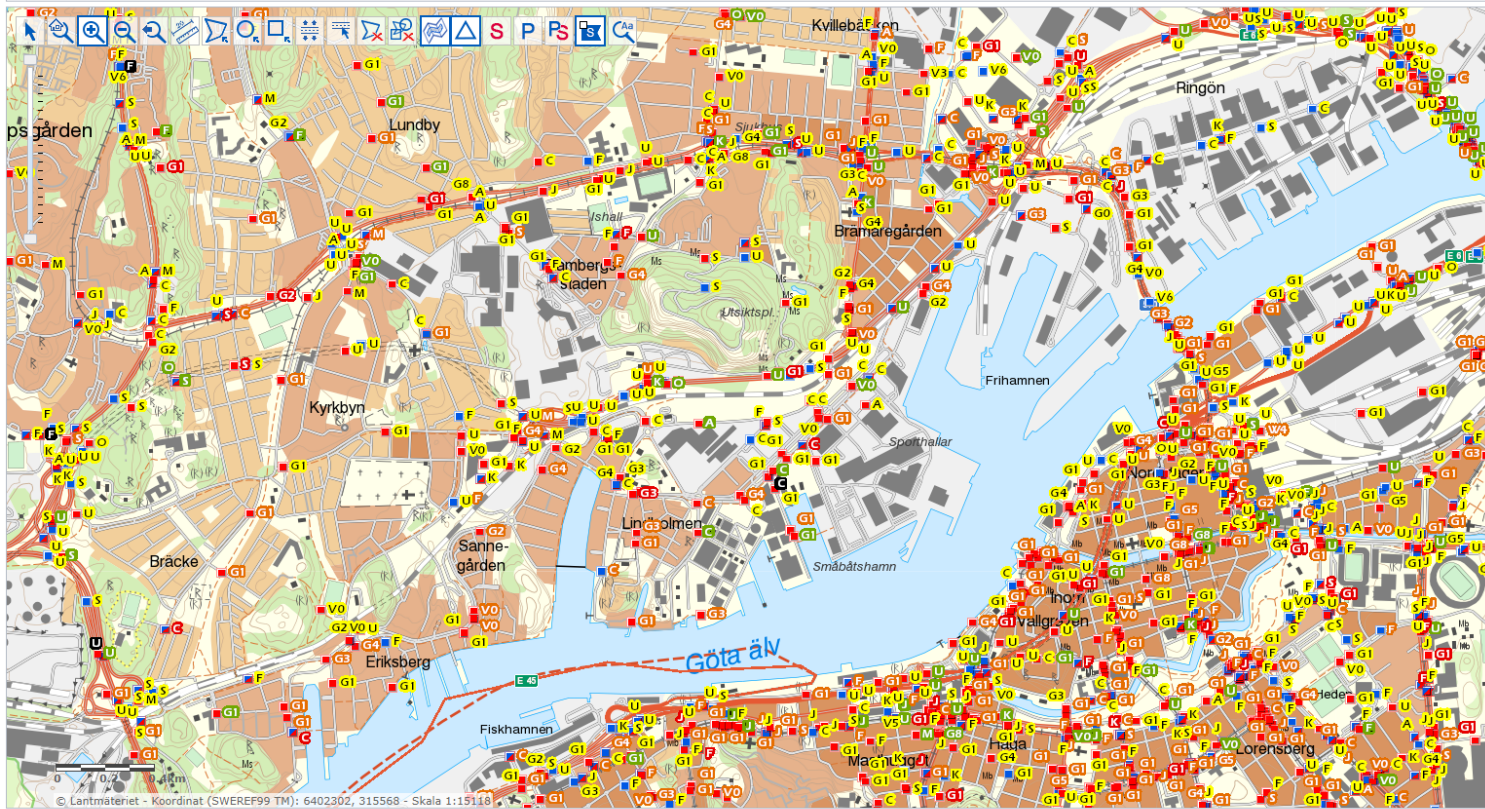
2016



Hospital Seriously injured

2016

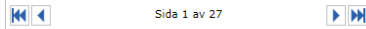




5256

olyckor varav 5142 visas i kartan

Sida 1 av 27



Olycksid:

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- 1126493, P 2015-01-04 X
- 1126494, P + S 2015-01-05 X
- 1126804, P 2015-01-06 X
- 1126950, S 2015-01-05 X
- 1127507, P 2015-01-05 X
- 1127524, P + S 2015-01-07 X
- 1127591, P 2015-01-09 X
- 1127610, P + S 2015-01-10 X
- 1127641, P 2015-01-11 X
- 1127675, P + S 2015-01-12 X
- 1127806, P 2015-01-12 X
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- 1129347, S 2015-01-14 X
- 1129530, P 2015-01-16 X
- 1129532, P + S 2015-01-17 X
- 1129537, P 2015-01-17 X

NU ÄR DET DAGS FÖR NÄSTA TRÄNING.

ÄR DU REDO ATT BÖRJA?

In-depth studies of fatal accidents

In Sweden all fatalities in road traffic undergo an in-depth study by accident investigators at the Swedish Transport Administration.



What is an in-depth study?

Detailed investigation into each fatal road accident with the main objective to identify what caused the fatal injuries

Routine since 1997 and is regulated in the government's instruction to the Transport administration

Accident investigators gather information on each fatal accident

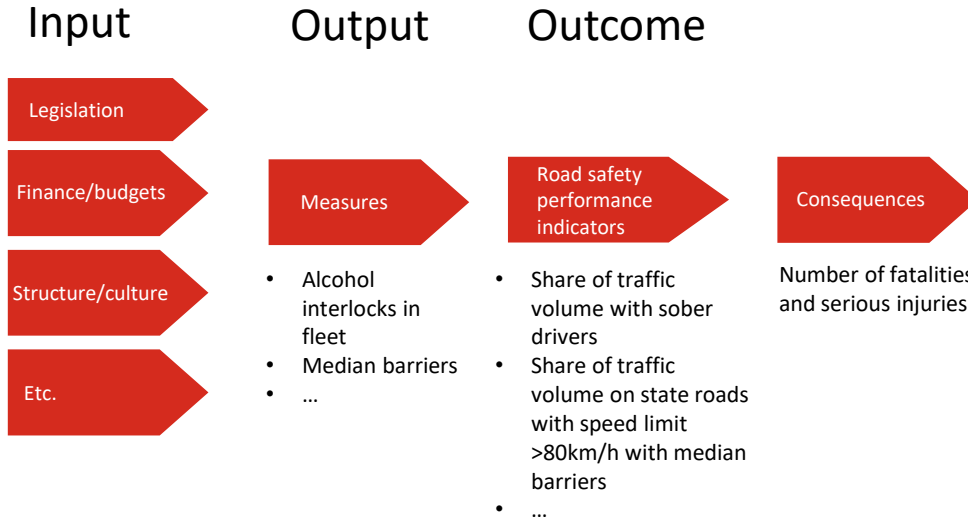


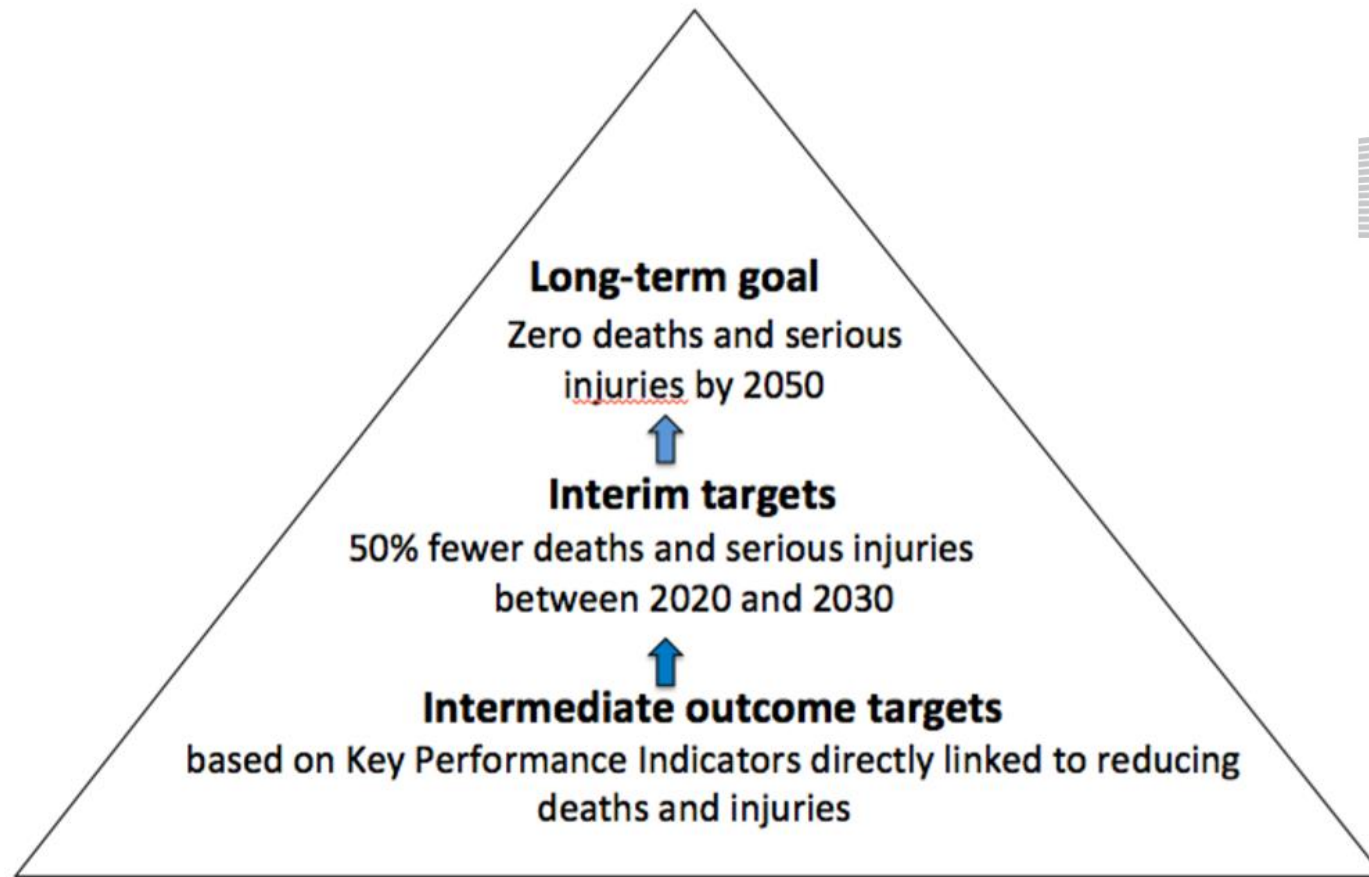
Three questions to be answered

- What happened?
- Why did it happen?
- What can be done to ensure that it does not happen again?



Road Safety Performance Indicators



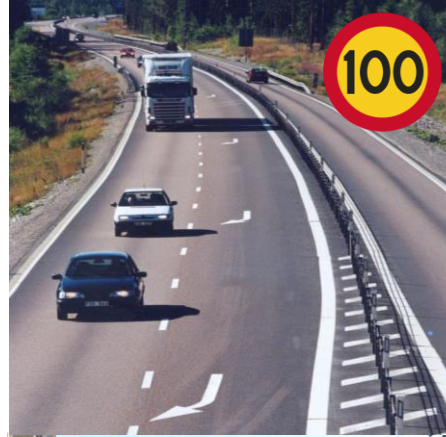


Key Performance Indicator EU



Indicator	Proposed definition
1. Speed	Percentage of vehicles traveling within the speed limit.
2. Safety belt	Percentage of occupants using the safety belt and percentage of children using a child restraint system
3. Helmet	Percentage of motorcyclists, moped riders and cyclists wearing a protective helmet.
4. Alcohol and drugs	Percentage of drivers, riders and cyclists without alcohol or drugs impairing driving.
5. Distraction	Driver distraction indicator.
6. Vehicle fleet	Vehicle fleet safety indicator.
7. Infrastructure	Road infrastructure safety indicator.
8. Post-crash care	Post-crash care performance indicator.

Controlling of harmful energy



Thank you for listening!

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POLL: SHARE YOUR EXPERIENCE

What are the greatest barriers to using data for the Safe System?

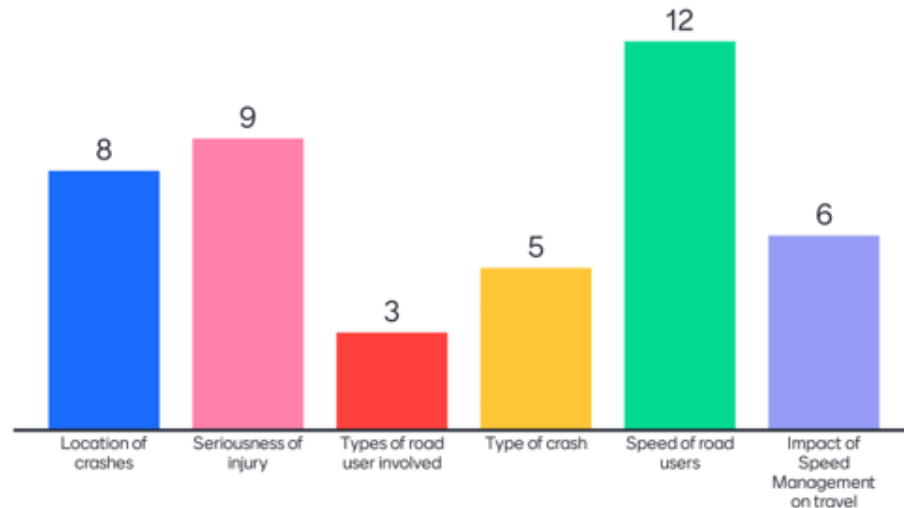
- Cost to obtain data
- Availability of data
- Capacity to analyze data
- Georeferenced data
- Quality of data

POLL: SHARE YOUR EXPERIENCE

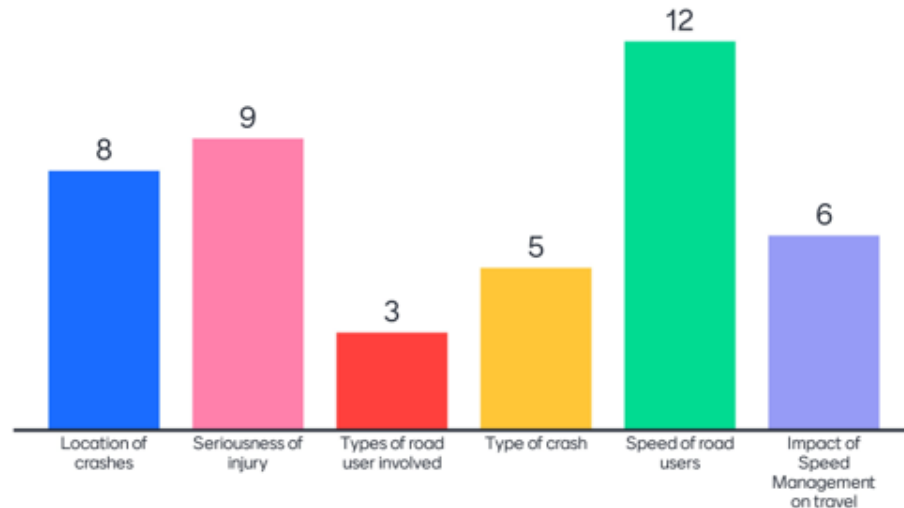
What information does your city require to move from isolated interventions to a Safe System approach?

- Location of crashes
- Seriousness of injury
- Types of road user involved
- Configuration of crash
- Speed of road users
- Effect on congestion

What information does your city require to move from isolated interventions to a Safe System approach?



What information does your city require to move from isolated interventions to a Safe System approach?



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TODAY'S DISCUSSION:
USING DATA TO SUPPORT
THE SAFE SYSTEM
Q&A WITH GLOBAL EXPERTS

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Jefe de Seguridad y Movilidad, Organización Mundial de la Salud (OMS), Suiza

Chefe de Segurança e Mobilidade, Organização Mundial da Saúde (OMS), Suíça



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*Public Health and Preventive Medicine Consultant,
Vital Strategies, Canada*

*Consultora en salud pública y medicina preventiva,
Vital Strategies, Canadá*

*Consultora de Saúde Pública e Medicina Preventiva,
Vital Strategies, Canadá*



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International Data Coordinator, WRI Ross Center for Sustainable Cities, Colombia

Coordinador Internacional de Datos, WRI Ross Center para Ciudades Sostenibles, Colombia

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EMERGENCY BIKE LANE Q&A



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