

Closing address and Summary RS4C Beijing 2013

**Kent Gustafson
Chairman scientific Committee**



Swedish Vision Zero safety results and future targets

- 15 years ago 6 killed/100.000 inhabitants/year
- 2010: 2.8 killed/100.000 inhabitants/year
- Future plans and strategies leading to less than 1 killed/100.000 inhabitants/year



Vision Zero – A foundation for road safety

- In 1997, the Swedish government took on the policy that no one should die or be seriously injured in traffic due to common human error.
- People make mistakes. Therefore the transport system should be designed to reduce the result of crashes that will inevitably occur.
- Vision Zero expects all stakeholders to take responsibility and is based on the concepts of safe roads, safe cars and safe users.



Shared vision

Road and regulation / Governmental Agencies



Vehicle / Industry



Road user / Society



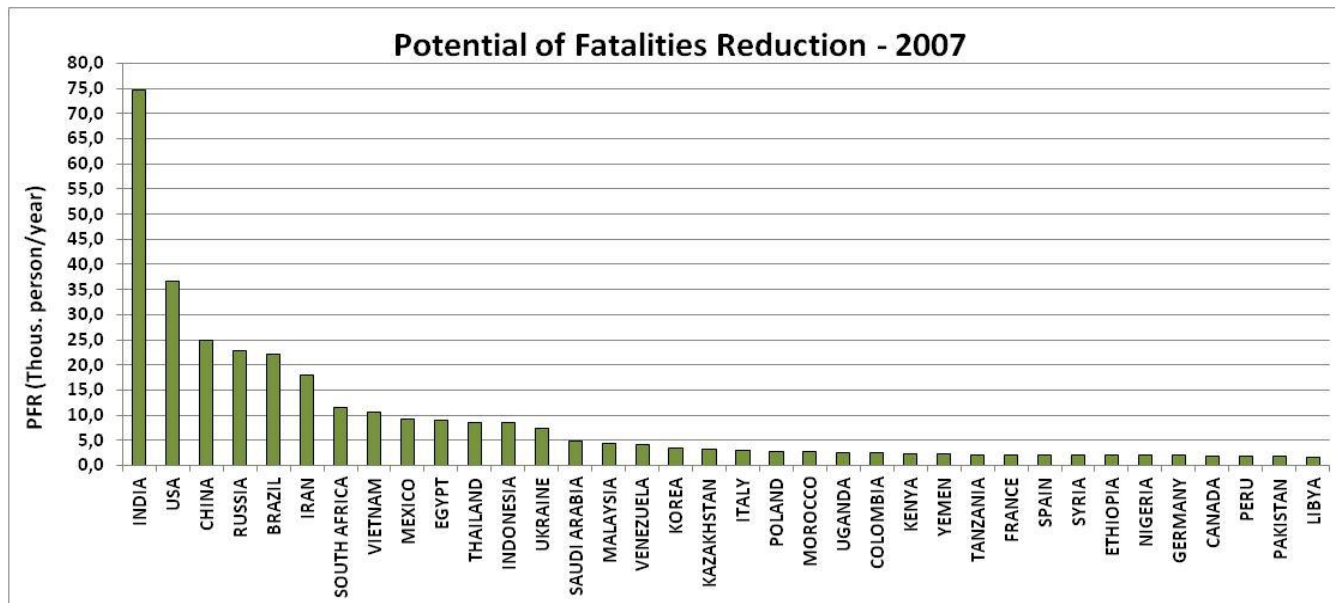
Session 1 and 4 Plans and strategies

- **Mark J. King, Australia.** In May 2011 the UN released its Global Plan for the Decade of Action for Road Safety (WHO, 2011). The Plan takes a “safe system” approach that views road crashes as being inevitable because human error will always occur, but sees road use as taking place in a system whose features can be designed or changed to minimize the incidence of human error and the consequences of a crash when it does occur.
- **Stefan Siegrist, Switzerland.** Effect of a Road Safety Programme. The following measures seem to have the largest potential :
 - ✓ - Improving infrastructure (road owners are forced to analyse the safety level of streets and to improve them by using standard measures as black spot treatment or safety audits)
 - ✓ - 0,0 BAC for novice and professional drivers
- **Ryszard Krystek, Poland.** The formation of a safety culture . A lasting value and a priority for every human being or organisation in their efforts to minimise the risk of a loss of life or health resulting from a deficient safety system.



Session 1 and 4 Plans and strategies cont.

- **Judy Fleiter, Australia.** In Australia, road safety is a shared responsibility taken by government agencies, university and research institutions, non-government organizations and the community via local councils and community groups.
- **Kazimierz Jamroz, Poland.** The concepts of three tools for estimating strategic societal risk measured with the number of fatalities and risk evaluation will help improve how countries manage road safety



Median separation

Cost effective: 2+1 road with wire barrier



SESSION 7 AND 10. TRAFFIC ENGINEERING INNOVATIONS.

BUILDING CHINARAP GREG SMITH ET.AL.



Figure. Countermeasures for pedestrian crossing

Figure. Countermeasures for pedestrians and bicyclists

INNOVATIVE INTERSECTION DESIGNS BETTER ALIGNING WITH SAFE SYSTEM

Nimmi Candappa et.al.



Why is speed so important?

- The double attribute of speed
- The speed of a vehicle will influence both:
 - the likelihood of a crash
 - the injury severity



Session 2 Speed

- ***Sjögren, Sweden.*** SPACE project define what is meant by the term “self-explaining roads” and investigate what treatments might be used in order to encourage drivers to adopt speeds that are safe and appropriate to conditions
- ***Turner, Australia.*** This project provides information to practitioners on effective measures (particularly engineering-based measures) to reduce speeds on rural roads.
- ***Li Chang-cheng, China.*** Perceptual markings may have significant effects on reducing speed and providing warnings.



The RS4C Conference

Summary:

Arranged by VTI, RIOH and Beijing University of Technology
Supported by the Ministry of Transport of the People's
Republic of China



Participants: About 200

Accepted technical papers: 104 (187 accepted abstracts)

Technical oral presentations: 94

Technical posters: 21

Opening and closing sessions with seven keynote presentations



Thanks and GoodBye

