

Abstract:

Without doubt, the road transport system is one of the largest contributors to health problems in the global society. Pollution and crash injuries are the largest problems, and the fatalities due to crashes account for the ninth most common cause of death, all categories.

Within 15 to 20 years, WHO predict that road crash fatalities will be the third or the fourth most common cause of death. It is therefore obvious the way the current road transport system operates; it is not acceptable and sustainable. Without doubt, the road transport system also offers benefits to the society, but to a prize that is unacceptable to all of us. Most of us are not willing to sacrifice any person's life to gain some kind of benefit at all.

Vision Zero:

The Swedish Parliament passed a resolution in October 1997 that Vision Zero should become the foundation for road traffic safety in Sweden.

Vision Zero is an image of a future where no one will be killed or seriously injured in road traffic.

Vision Zero also forms the foundation for road traffic safety initiatives in Sweden, which has been established through a parliamentary resolution. This decision has resulted in changes in road safety policy and also changes in methods of working with road traffic safety.

Vision Zero states that it is unacceptable that human lives are lost in road traffic.

Road traffic safety in the spirit of Vision Zero means that roads, streets and vehicles are increasingly adapted to the limitations of human beings and that the responsibility for safety is shared between the people that design and the people that use the road transport system.

One example of the result of Vision Zero

A new and much discussed feature are the 2+1 roads with central barriers, a type of road invented in Sweden.

A trial began in summer 1998 when the first central barrier was erected along a stretch of road with a large number of fatal accidents. Despite initial scepticism to the trial, this solution has proven very effective in preventing head-on collisions. The erection of central barriers on roads has accelerated since 2000.

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