

Swedish Accident
Investigation Authority
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This document is a translation made by SHK of the original response in Swedish to the safety recommendation. In case of discrepancies between this translation and the Swedish original text, the Swedish text shall prevail in the interpretation of the response.

Regarding SHK's assessment of the Swedish Transport Administration's response to the recommendation – Bus accident on national highway 27 south of Tranemo

In its final report, SHK has issued the following recommendation to the Swedish Transport Administration:

“Consider whether the systematic approach laid down in the road safety legislation to a greater extent can be used even in the road safety work concerning other state roads than the TEN-T network, particularly for roads with a speed limit of 90 km/h and vehicle volumes of 4000 vehicles per day or more.”

The Swedish Transport Administration responded to SHK on 11 March 2016 and this response is expanded below: The Swedish Transport Agency places requirements on approaches for investment objects in the TEN-T road network and requirements concerning systematic working practices for the existing TEN-T road network in order to improve road safety. The requirements for the existing road network mean that the highway authority has to survey the safety standard of roads, rank the road network and carry out a site assessment and draw up an action plan.

The Swedish Transport Administration has decided to apply these requirements to an expanded road network that is larger than the TEN-T road network. All roads with a number <100 and all roads with number ≥ 100 and AADT ≥ 4000 are encompassed by these requirements.

In order to survey the road network, a model has been produced containing criteria for different road types and speed limits and, supported by these, road sections are classified into one of four road safety classes. The central reservation and verges are assessed as part of this classification process. An established procedure is found in the Swedish Transport Administration's management system (TDOK 2013:0636 Åjourhålla säkerhetsklassificering av vägnätet) [Updating safety classification of the road network].

The survey is used as one of several pieces of data on which to base the ranking (prioritisation) of the road network in order to identify sections with deficiencies. For road sections that have been prioritised, a choice of action study (ÅVS) is performed, which includes proposing further actions, e.g. new stretches of road or action on existing stretches.

Yours sincerely
[signature]
Anders Landén Director of Safety and Security