

The basis of the Regional Road Safety Strategy (RRSS) - 4 E and road safety engineering

by
L. Pfeiffer
Road Safety Audit Expert

Consortium: White Young Green Int. Ltd (WYG) as Leading Partner
TRADEMCO S.A.
VIENNA CONSULT
TRL Ltd

The 4 approach to the road safety

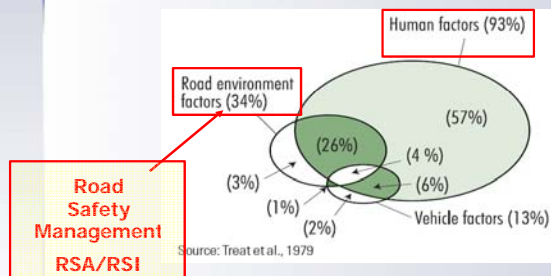
The four E's of road safety...



Audit,
Accident
Investigation,
Management ...

and the accident contribution factors...

Factors influencing the safety of roads



Road
Safety
Management
RSA/RSI

Key fields for RRSS

- The knowledge of the mentioned accident contribution factors will be helpful for the conception of measures
- Key fields of RRSS are directly connected with improving the "4E" elements (education, engineering, emergency and enforcement) in each SEETO Participant with adequate measures.

1. EDUCATION

1.1 Traffic education programmes:

- First steps in traffic,
- Elementary lessons for life (basic roles of road safety),
- How to behave as teenager in traffic,
- Behaviour of bicyclist (basic knowledge about traffic signs, right of way etc.) for elder pupils,
- Preparation for driving licence system,
- Safe journey for employees, etc.

EDUCATION

1.2 Program for young drivers and novice:

- Improve driving school education,
- Introduce a new driving licence system. The driving license novice should get a probationary driving license for a period to test their knowledge and behaviour.
- Monitor of new drivers and early cover up of dangerous and aggressive behaviour,
- Establish the system of extra education and training of drivers,
- Enable the system of restriction for young drivers which do not obey Law on road safety.

EDUCATION

1.3 Public campaigns:

The main topics of such public campaigns should be:

- Against speeding,
- Against drinking and driving,
- For wearing the safety belts,
- For wearing helmets on powered two wheelers,
- For giving way to the pedestrian on pedestrian crossings,
- For obeying the red-light (also as pedestrian),
- Against aggressive driving, etc..



2. ENGINEERING

2.1 Implementation of road safety engineering tools:

- Road safety impact assessment,
- Road safety audit,
- Safety ranking and management of the road network in operation (including management of high risks road sections and intersection etc.),
- Road safety inspections and,
- In-depth accident analysis.



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ENGINEERING

2.2 Improvements regarding design guidelines

- The existing guidelines and norms regarding road design operation should be further developed and improved on the basis of the best practise and according to the recommendation and directives of the European Union.
- The further development of the guidelines should be done toward a safety oriented design and should follow the principles of the "self explaining roads" and "error forgiving roadsides"



ENGINEERING

2.3 Practical measures regarding vulnerable road users

- Safe pedestrian paths at least along the through road sections,
- Safer pedestrian crossing facilities like overpasses, pedestrian crossings with traffic signals or median/islands,
- Implementation of measures to ensure the speed limit in through road section,
- Entrance islands, reduced lane width and median stripes in built-up areas,



ENGINEERING

Continuing 2.3

- Implementation of speed limit zones with 30 km/h, or pedestrian speed, in inhabited areas of towns and cities as standard solution,
- Development of a network of safe facilities for bicyclists especially in built up areas depending on the traffic volume of bicyclists, etc.
- The organisation of a school bussing system should be taken into consideration.



ENGINEERING

2.4 Measures regarding intersections, railway crossing and ITS

- Construction of roundabouts for new roads and improvements of existing interchanges,
- Improvement of the road safety at railway crossings,
- Intelligence Transport System (ITS) technology solutions, could be helpful to improve high risks road sections by providing the driver important information about actual road condition, traffic jam and other risks.



3. EMERGENCY

3.1. Special action plan regarding emergency system

- The existing system of emergency action should be revived regarding the effectiveness and equipment,
- Target is to shorten the reaction time.



EMERGENCY

3.2 Information campaign regarding the behaviour in the case of an accident

- To ensure an appropriate reaction in the case of a traffic accident (first aid),
- In addition, all drivers, including the foreign drivers who transit the Region, should be well informed about the emergency phone numbers and the necessary steps to safeguard themselves and other road users.



EMERGENCY

3.3 Measures to safeguard accident spots

- With the mandatory usage of warning vests in the case of an accident or technical breakdown should be improved the visibility especially at night.

3.4 SOS – Emergency phones

- In the case of an accident a good emergency call system should be ensured.



4. ENFORCEMENT

4.1 Preventive measures to reduce speeding

- Stationary safety cameras,
- Cameras according to the principles “section control” should be favorably used in high risk road sections,
- Mobile speed camera units,
- Clear responsibility of car owners in the case of traffic offenses,
- The Police work should follow a “zero tolerances” policy, etc.



ENFORCEMENT

4.2 Preventive measures to reduce drink driving

- Mobile units should be organised to have intensive spot checks on traffic. The Police should get the right to withhold the driving license on the spot,
- The traffic law should be changed regarding the limit of Blood Alcohol Concentration (BAC),
- In the Future the limit should be 0.2 BAC for all drivers and for novice drivers in the first two years after receiving the driving license 0.0 BAC.



ENFORCEMENT

4.2 Seat Belts, Helmets and Child restrains

- Intensive spot checks of traffic and appropriate fines in the case of non-usage of seatbelts. Seat belts should be used at all sitting places of passenger cars and vans, including the trucks and other categories of vehicles),
- Intensive spot checks regarding helmet usage for riders and passengers and
- Regulation to demand an obligatory usage of child restraints equipment. The child restraints system should fulfil the technical demands of the European Directive 2003/20/EC.

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ENFORCEMENT

4.4 Installing a national penalty point system

- It is successful because it particularly penalises drivers who continue to commit offences. It would be educational if it provides for recuperation of points by appropriate training.
- With the possibility to withhold the driving licence after a series of serious number of offences the authorities will increase the discipline of the drivers.

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5. ADDITIONAL MEASURES

5.1. Improvements regarding the institutional capacities

- Need of a SEETO level coordination and monitoring body – like a Road Safety Council for the SEETO Region,
- At SEETO Participant level sufficient human capacities in the different administrations should be organised,
- There is also a need to give the local experts from different field of road safety work - Road Administration, Traffic Police, Healthcare, Emergency Aid Organisations and Fire Brigades - additional training and education,

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ADDITIONAL MEASURES

5.2. Improvements of driving license granting system

- The existing driving license system in the SEETO Participants should be improved and harmonized according the best practice in the European Union.
- The basis for this amendment should be the Directive 91/439/EEC of 29 July 1991 on driving licenses.
- The target of harmonisation should be reached at least regarding: Categories of driving licenses, Conditions for the issue of a driving license, Minimum ages for the various categories, Driving test, professional drivers (basic and additional education) and minimum standards of physical and mental fitness.

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ADDITIONAL MEASURES

5.3. Improvements of the roadworthiness tests

- The SEETO Participants should organize such a system for technical inspection in accordance with the EU Directive 77/143/EEC,
- The periodic and mandatory vehicle inspection should check at least:
 - Braking system,
 - Steering,
 - Visibility conditions,
 - Lights and electrical systems,
 - Axles, wheels and tires,
 - Running gear,
 - Other equipment and
 - Emissions.

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***THANK YOU
FOR YOUR ATTENTION !***



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