



Drogi zaufania

Zwiększanie Potencjału Na Rzecz Bezpieczeństwa Ruchu Drogowego

Building Road Safety Capacity



**INFRASTRUKTURA
I ŚRODOWISKO**
NARODOWA STRATEGIA SPÓJNOŚCI



Generalna Dyrekcja
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UNIA EUROPEJSKA
EUROPEJSKI FUNDUSZ
ROZWOJU REGIONALNEGO



ROADS THAT TALK TO THE USERS

OBIO MURAMBIWA CHINYERE

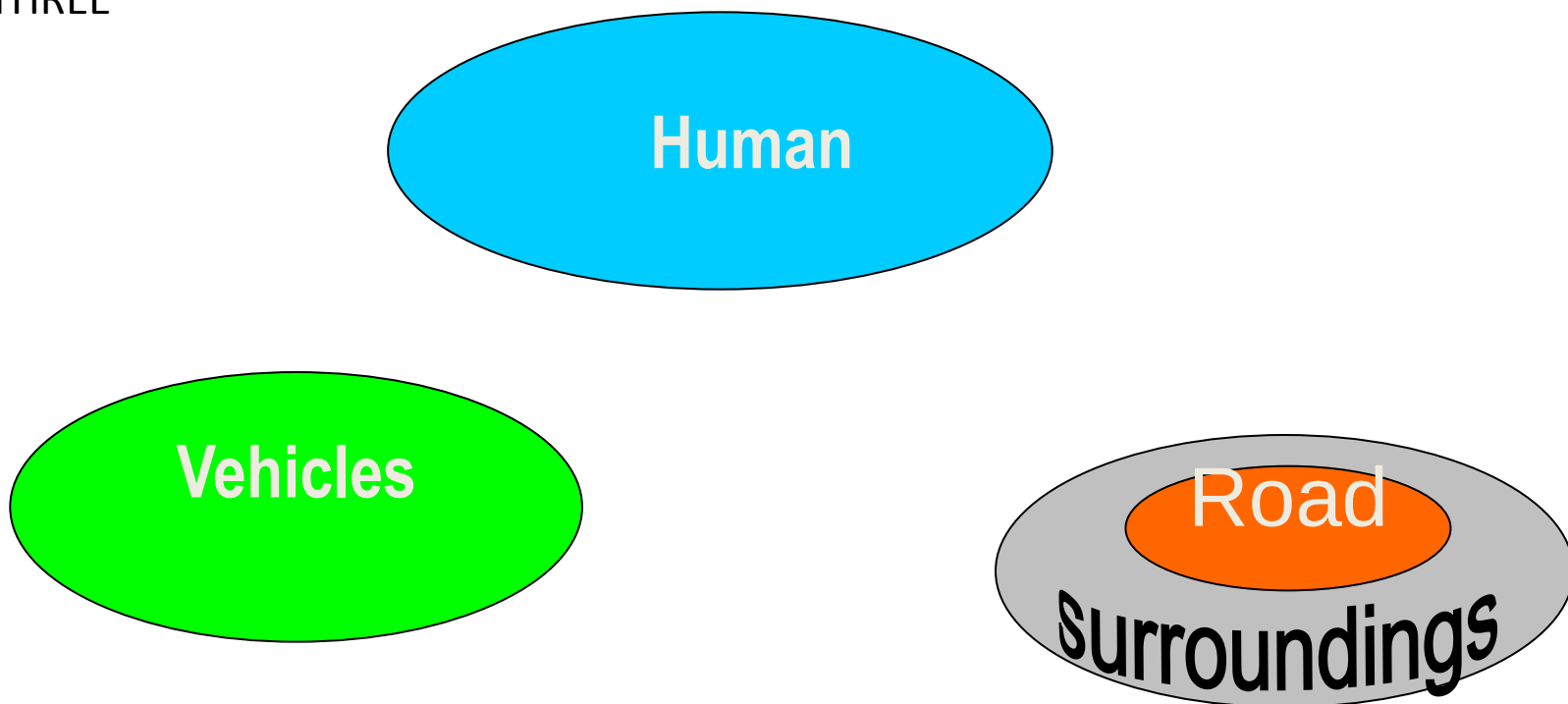
- MANAGING DIRECTOR TRAFFIC SAFETY COUNCIL OF ZIMBABWE

- Drivers behaviour on the road is sometimes influenced by;
- The way the road is constructed
- Features on the side of that road.
- The condition of the road.

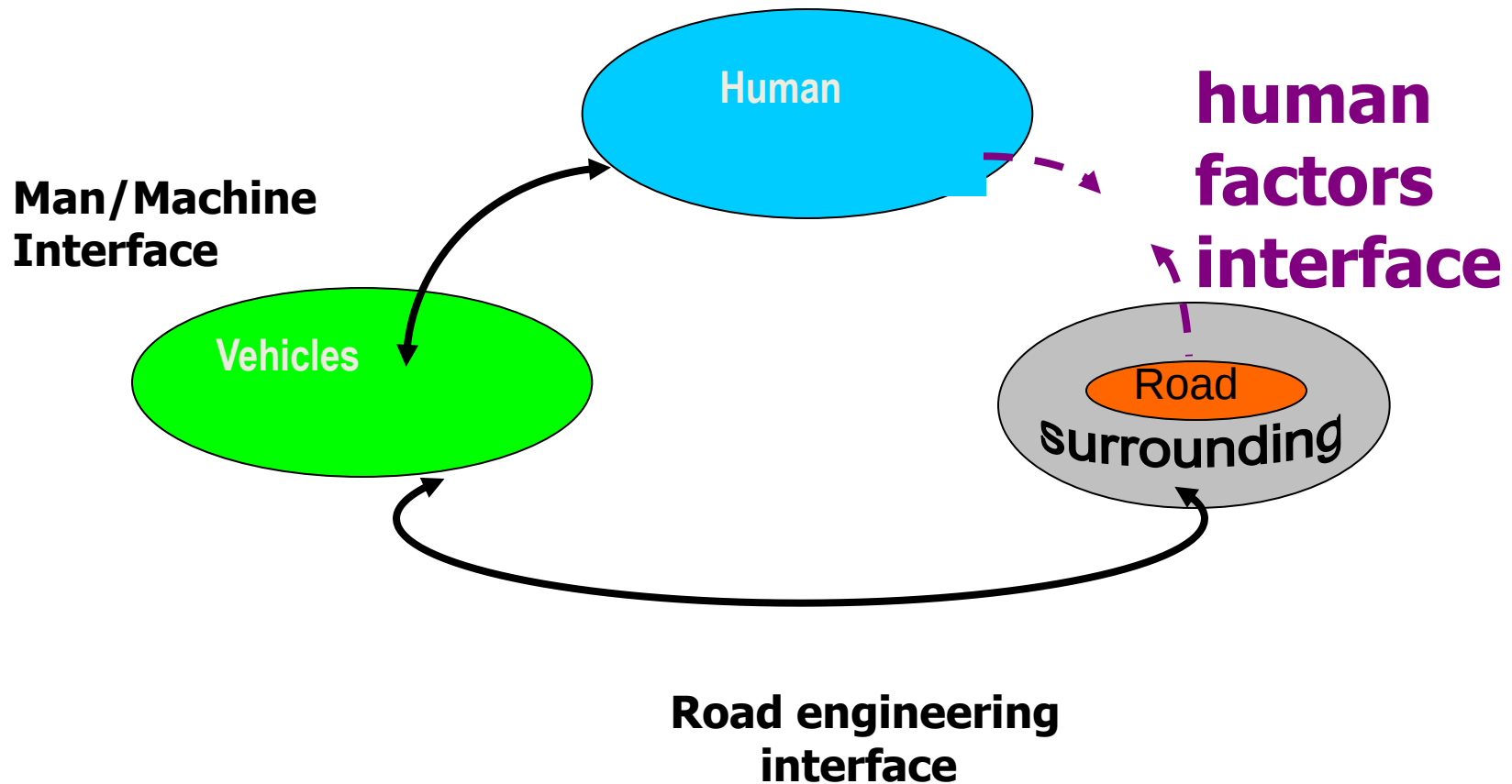


THE PARTS OF THE ROAD SYSTEM

- THESE THREE



The interfaces of the road transport system: How to adjust?



Human tolerance to force and the safe system



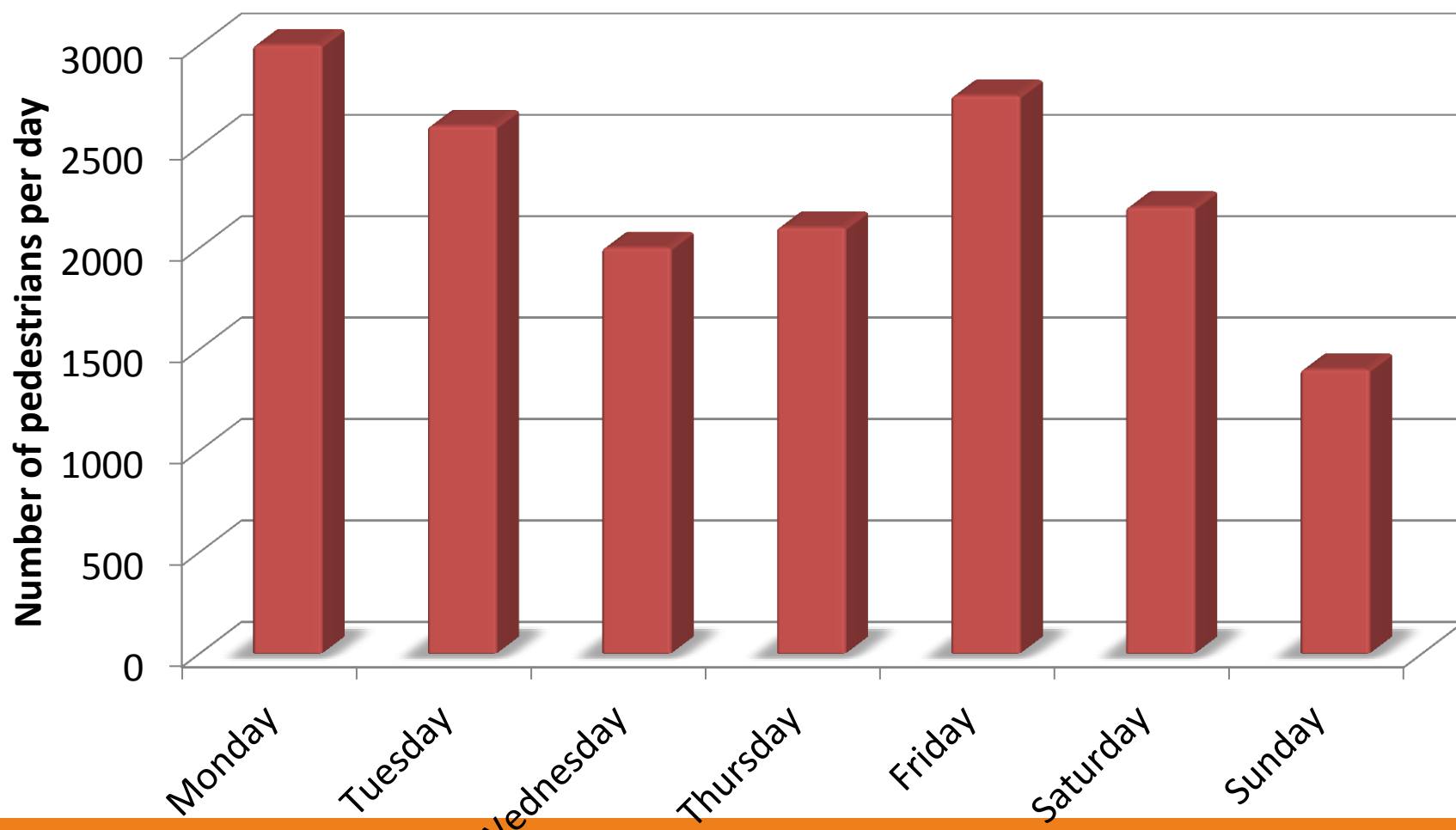
- Less than 50 km/h – side impact crashes



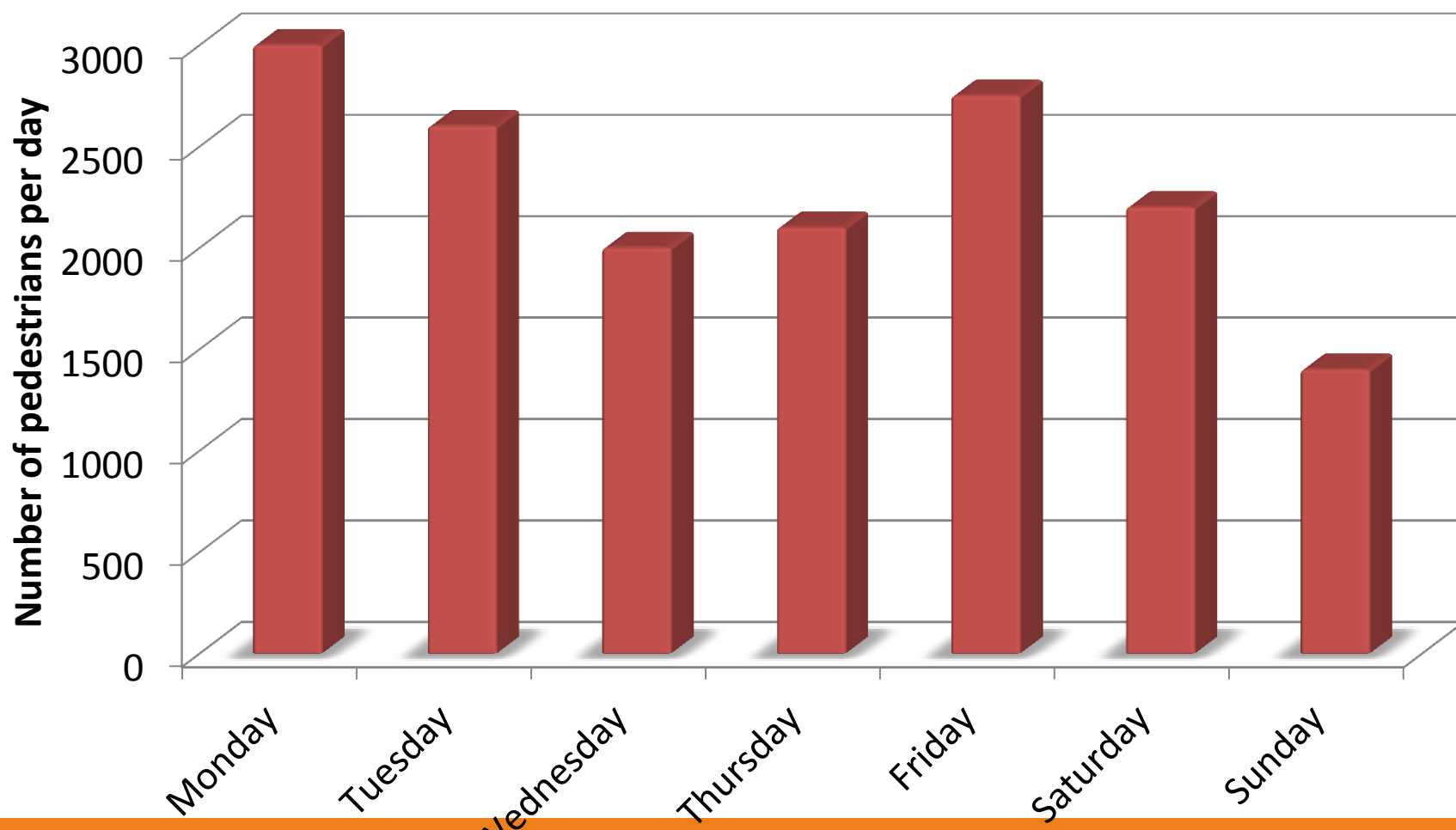
- Less than 70-80 km/h – head on crashes



Number of pedestrians walking along freeways per day of week for a 7 day survey



Number of pedestrians walking along freeways per day of week for a 7 day survey



HF III.1 : Different road design for different types and functions of roads

1



2

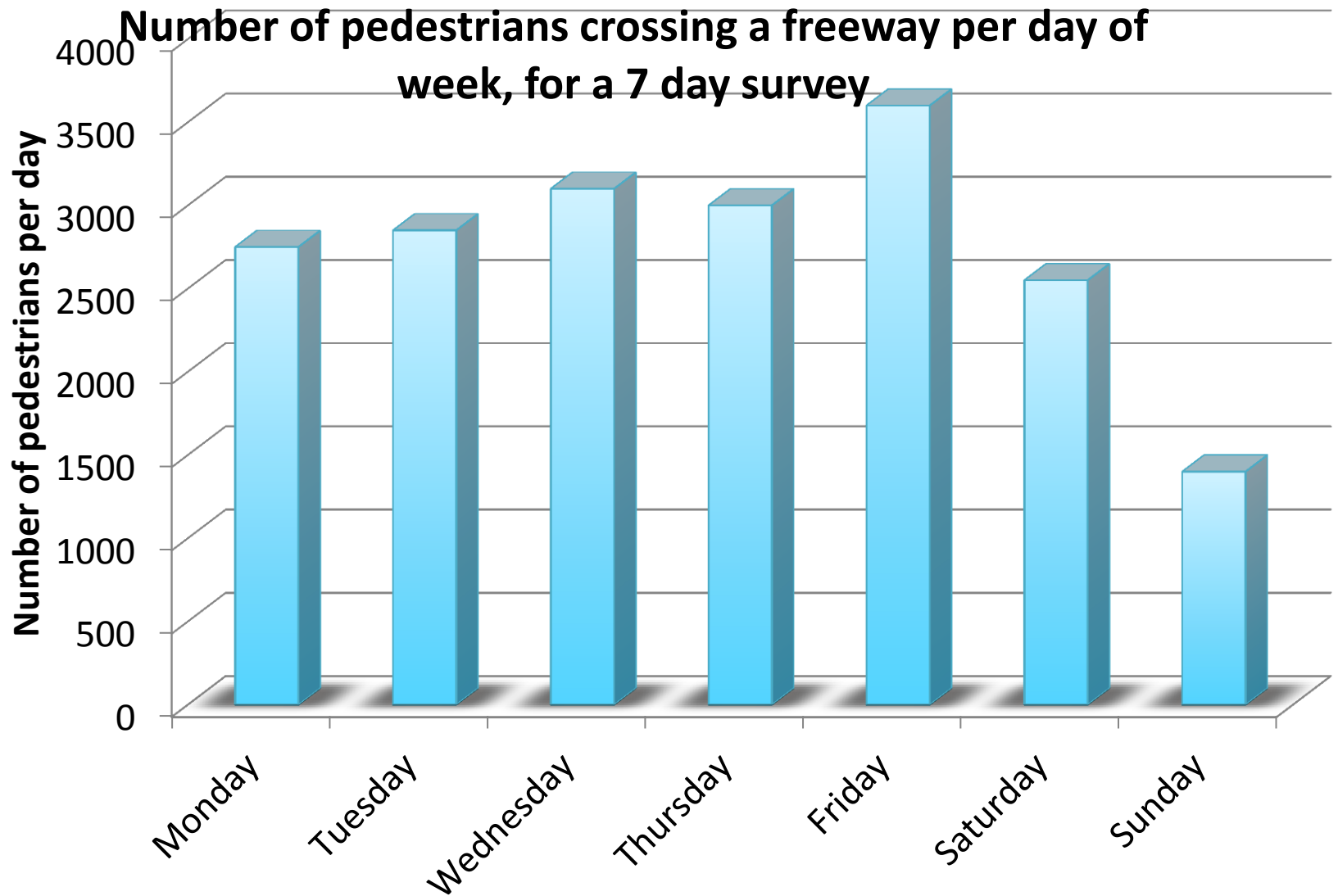


3



4





HF III.1, Orientation: Recognition of different road types and functions.

One function
> drive safe

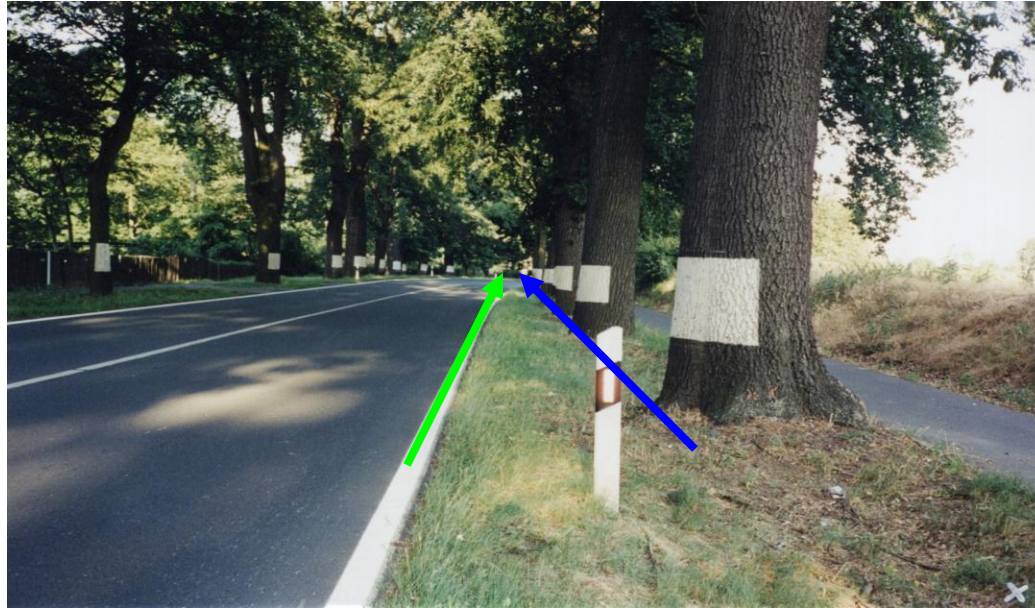


mixed function
> pedestrian trap



Design different road types
with invariant and recurring features!

HF II.1:Optical illusions



The convergence between orientation lines of trees, and markings of road edge leads to an optical illusion:
The real distance to the curve is shorter than the expected distance.

Avoid optical illusions!



Curve in a dip



Curve on a top

A curve in a dip seems wider than on a hill top. The result is that road users drive faster in the dip than they should

Example HF II.2 Figure-Ground-Problem



Chevrons are not detectable.



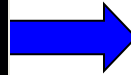
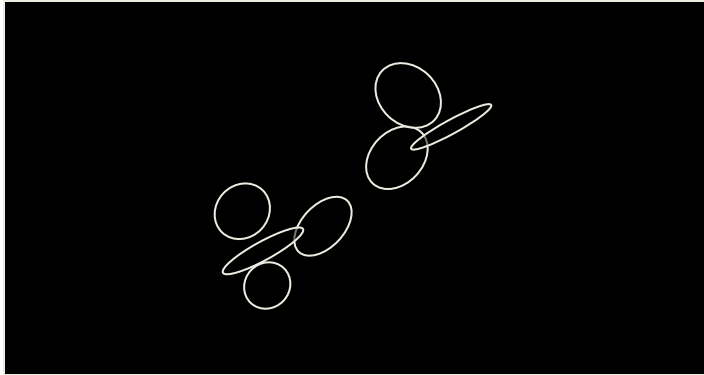
The perception of the signs is improved by a yellow frame

Example Human Factor IV.1: The farther the focus, the faster the speed!



Don't offer too long sight distances !

Good solution HF III.3: Transition ⇒ for changes from rural to urban roads



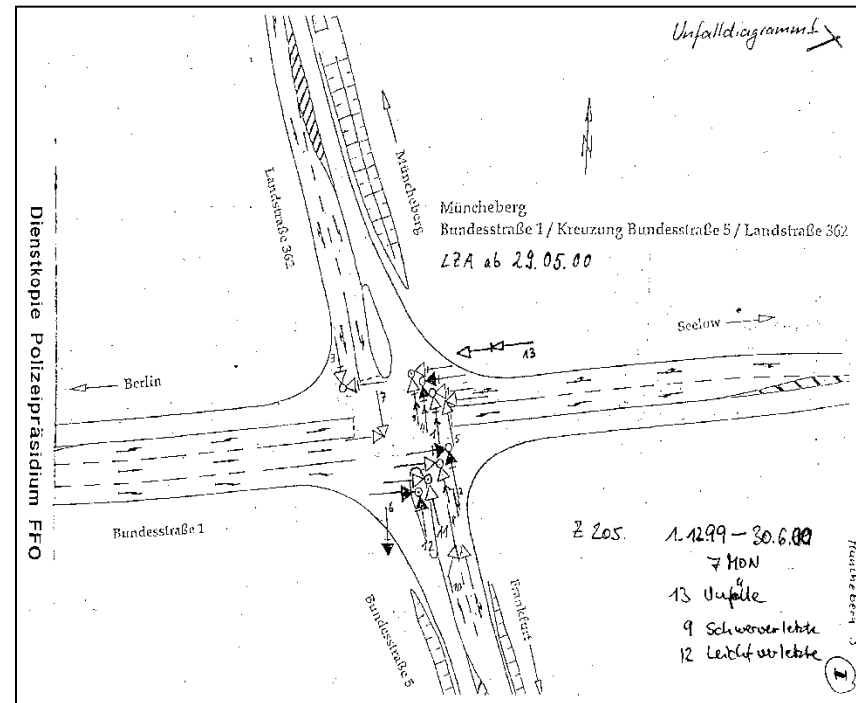
Announce entrance areas by:

- o traffic islands
- o shifts in the road course
- o narrowed lane in the shifts.

Drivers can adapt and slow down.



HF III.3 section/intersection



Drivers make mistakes if the situation suddenly changes.

Don't surprise the driver!

Prepare the driver



Roundabouts help to solve this problem



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- THANK YOU