



Drogi zaufania

Zwiększanie Potencjału Na Rzecz Bezpieczeństwa Ruchu Drogowego

Building Road Safety Capacity



**INFRASTRUKTURA
I ŚRODOWISKO**
NARODOWA STRATEGIA SPÓJNOŚCI



Generalna Dyrekcja
Dróg Krajowych i Autostrad

UNIA EUROPEJSKA
EUROPEJSKI FUNDUSZ
ROZWOJU REGIONALNEGO



National Road Safety Policies and Plans - Comparison between Nations

George Mavroyeni

- VicRoads
- Executive Director – Metropolitan Operations



World Road Association Technical Committee C2.1

Objectives:

1. Identify national road safety policies and plans
2. Compare national road safety performance
3. Examine relationship between policies/plans and performance.



Survey of PIARC member countries

1. Survey of road safety policies
2. Survey of road safety strategies

Responses received from 16 countries and 8 states/provinces.

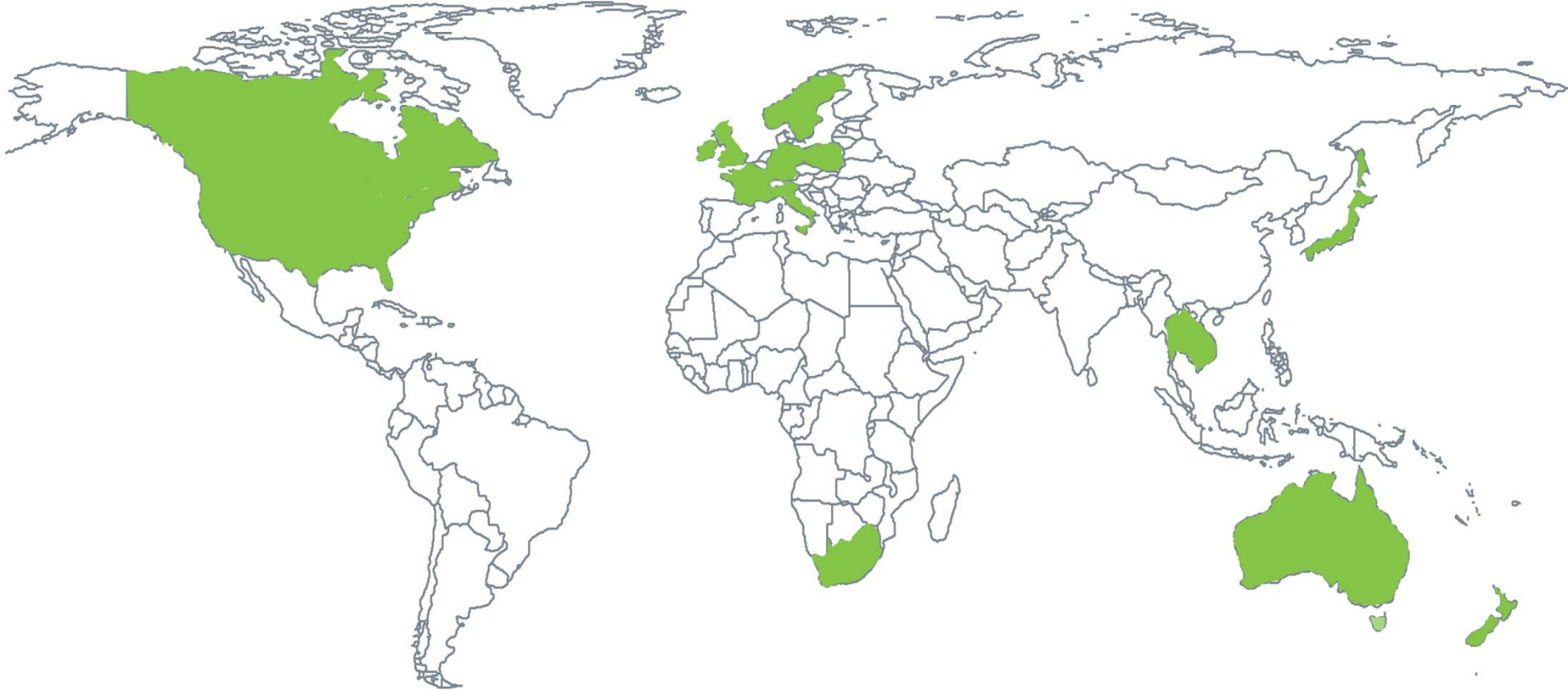


Countries	States / Provinces
Canada	Minnesota, U.S.A
Denmark	Missouri, U.S.A
Germany	Ontario, Canada
Hungary	Queensland, Australia
Japan	Tasmania, Australia
Malaysia	Victoria, Australia
Netherlands	Washington, U.S.A
New Zealand	Western Australia
Norway	
Poland	
Singapore	
South Africa	
Sweden	
Switzerland	
U.K	
U.S.A	



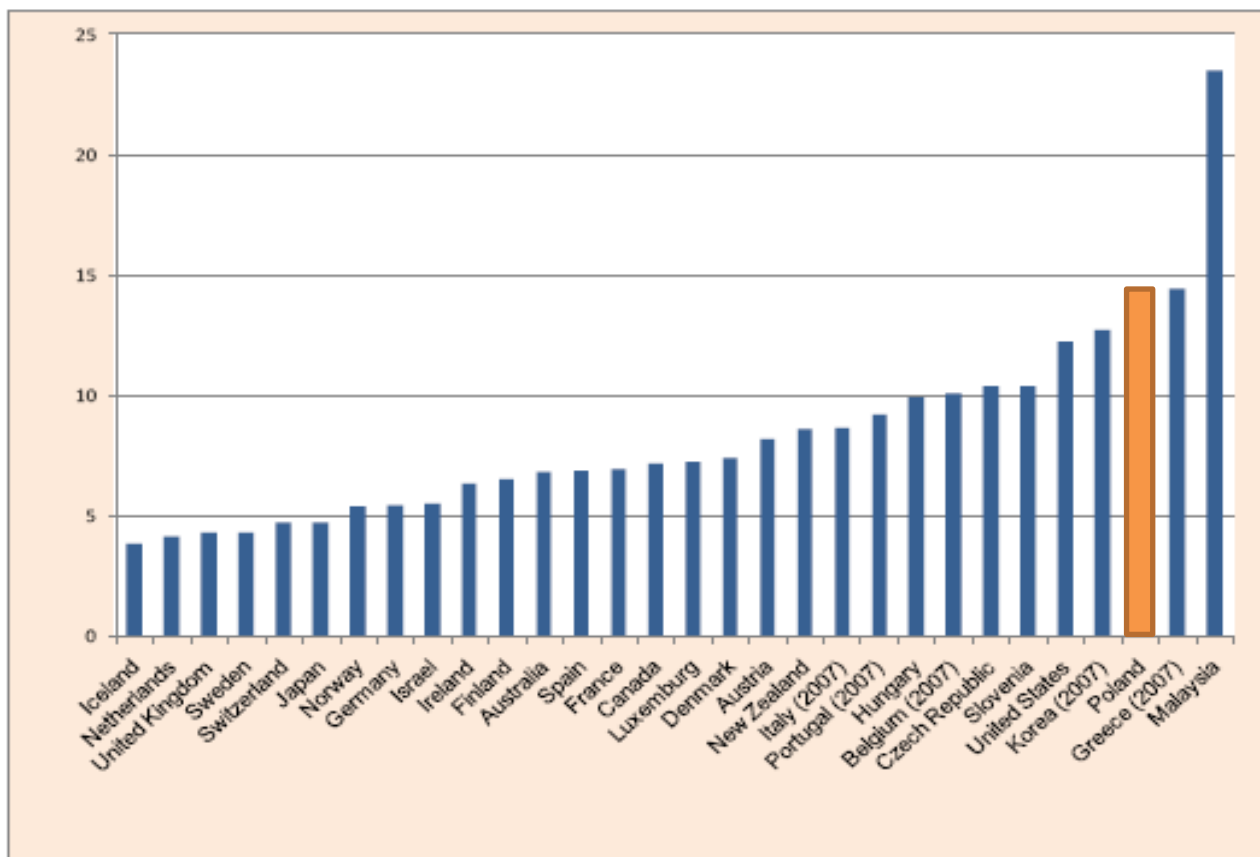
PIARC Member Countries

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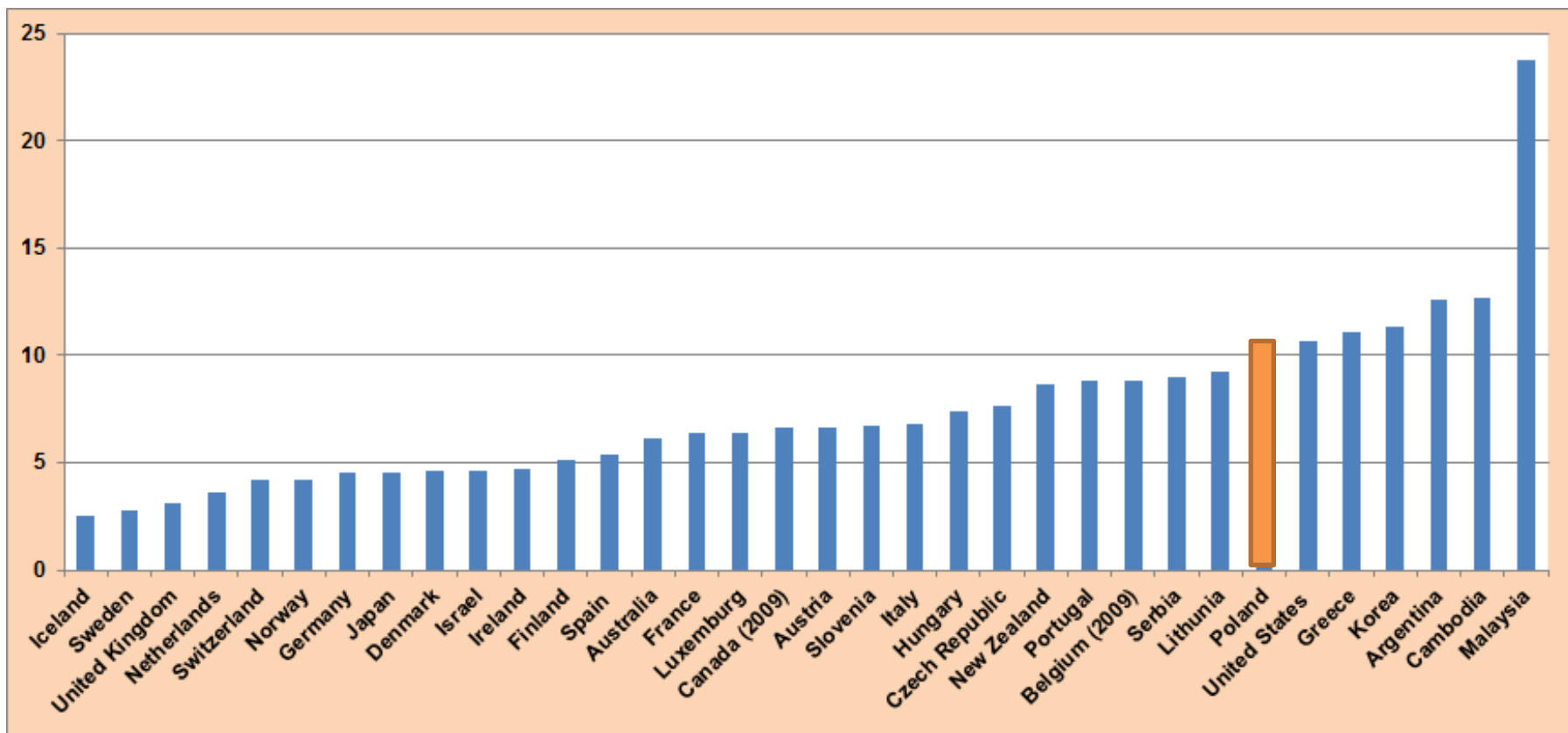
Deaths per 100,000 population (IRTAD data, 2008)



Country	Rate (2008)
Iceland	3.81
Netherlands	4.13
United Kingdom	4.31
Sweden	4.32
Switzerland	4.70
Japan	4.72

PIARC Member Countries

Deaths per 100,000 population (IRTAD data, 2010)



Road Safety Vision

- Sweden and Norway: Vision Zero
- The Netherlands: Sustainable safety
- Australia: Safe System approach
- U.K: Making Britain's roads the safest in the world

The Safe System approach



Human tolerance to force and the safe system

- Less than 30 km/h – vehicle in side impact



- Less than 50 km/h – side impact crashes



- Less than 40 km/h - pedestrians, cyclists, motorcyclists



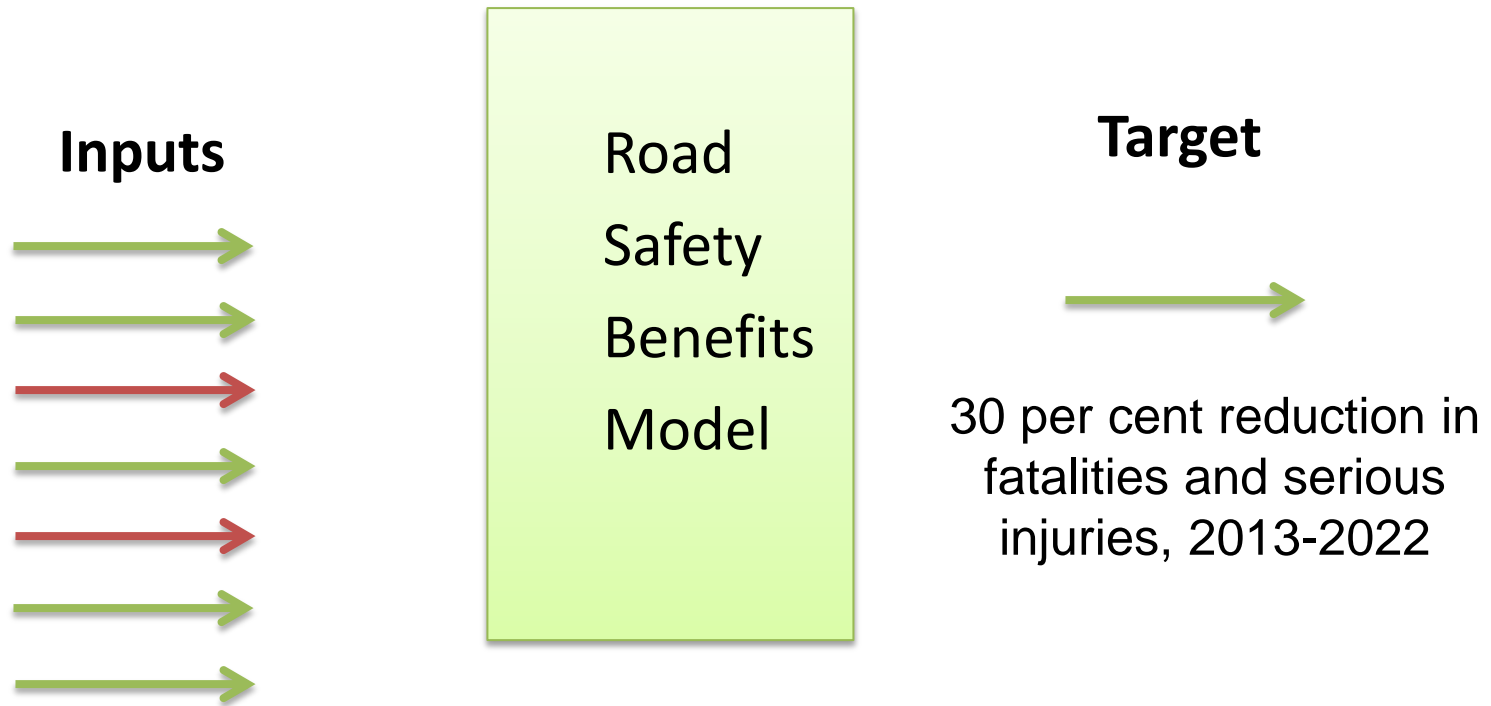
- Less than 70-80 km/h - head on crashes



Targets

Japan:	Half fatalities or less by 2010
Hungary:	Reduce personal injuries and fatalities by 30% by 2010
Poland:	50% reduction in fatalities by 2013, compared with 2003
Norway and Sweden:	Vision Zero Nobody killed or seriously injured in the long term
Australia:	5-6 fatalities per 100,000 population or less by 2010
Western Australia:	Towards Zero
Victoria, Australia:	30% reduction in fatalities and 30% reduction in serious injuries 2008 - 2017

Aspirational Target /Evidenced Based Target



Drink Driving

A factor in up to 30% of annual fatal crashes.

World Health Organisation recommends 0.5 g/l or lower



Jurisdiction	B.A.C. level
Hungary	Zero
Czech Republic	Zero
Ontario, Canada	0.05 g/l
Sweden	0.2 g/l
Norway	0.2 g/l
Poland	0.2 g/l
Japan	0.3 g/l
Australia	0.5 g/l
Germany	0.5 g/l
Switzerland	0.5 g/l
Netherlands	0.5 g/l
Denmark	0.5 g/l
U.S.A	0.8 g/l
New Zealand	0.8 g/l
U.K	0.8 g/l
Singapore	0.8 g/l

Drink Driving - Best Practice

- Random roadside blood alcohol testing programs
- Alcohol interlock program
- Licence suspension or cancellation
- **Model Jurisdictions:** Victoria, Australia and Norway



Drug Driving

A factor in up to 30% of annual fatal crashes

Best Practice

- Random roadside drug testing
- Licence suspension or cancellation
- **Model jurisdictions:** Victoria, Australia and Norway



Drug driving is a major road safety issue. Research shows those who have used any other substance or alcohol are at the same risk of being involved in a crash with a fatal or serious injury as those who have not. Police (October 2012), Victoria Police and the National Crime Agency (NCA) are working together to combat drug driving. For more information call 1300 362 782 or visit www.police.uk/drug

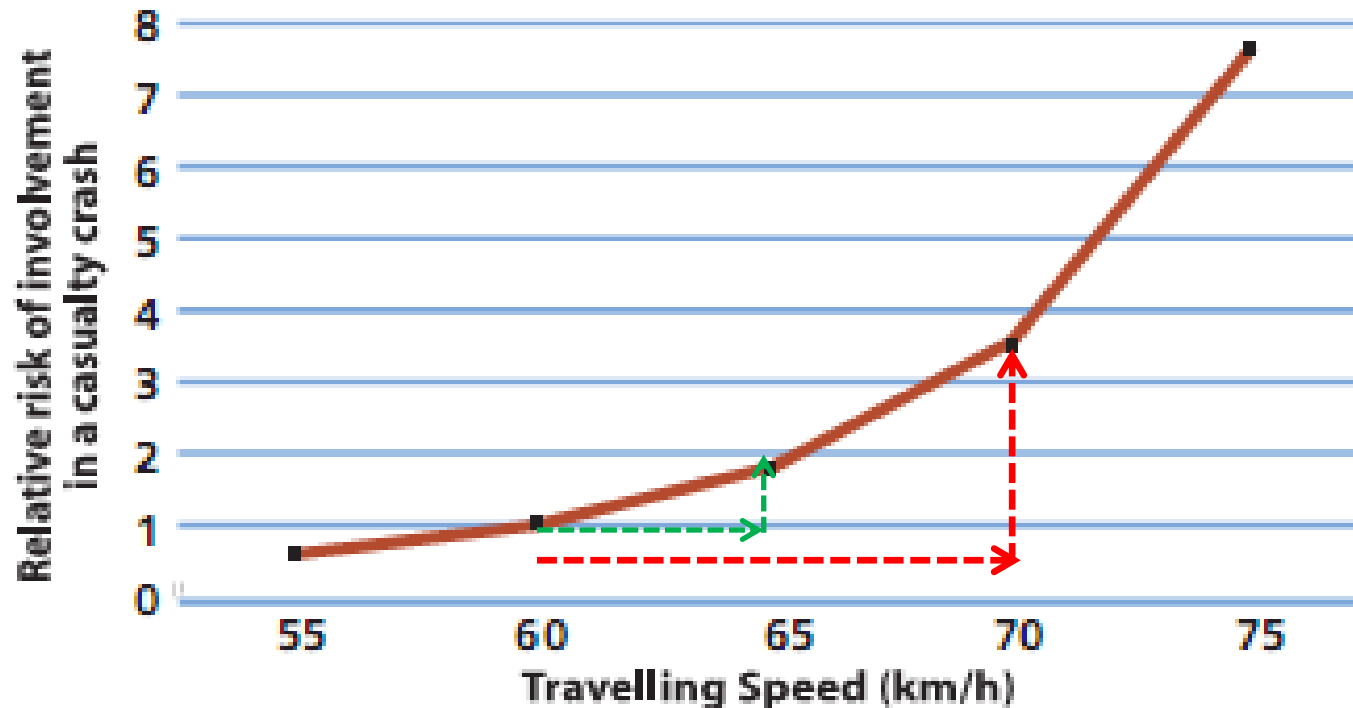
Drug Drivers can now be caught.  

Speeding

OECD Report, October 2006: Speed Management:

- Speeding is the number one road safety problem
- responsible for about one third of road fatalities.

Crash risk by travel speed in a 60km/h zone



Enforcement of speeding

Inconsistent approach by jurisdictions for:

- Enforcement effort
- Extent of covert operations
- Fines and other penalties for offending.

Best Practice

- Camera systems with minimal tolerance levels before offence prosecuted.

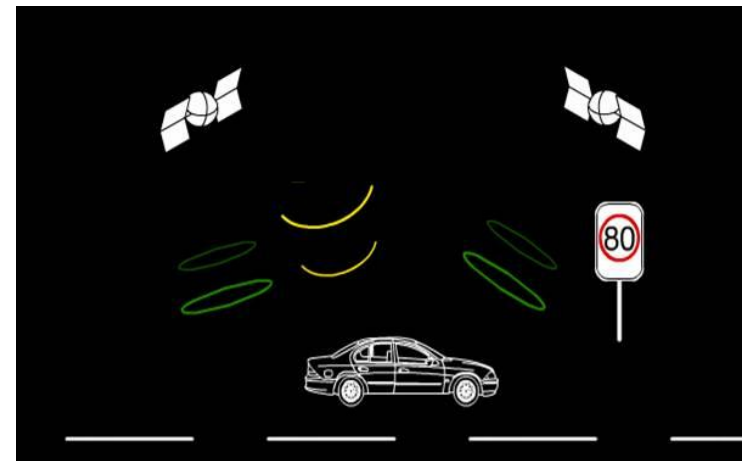


Model jurisdictions: U.K, The Netherlands and Victoria, Australia.



Intelligent Speed Assist

- Informative ISA
- Limiting ISA
- Restrictive ISA



Setting Speed Limits

Most nations have lowered urban speed limits.

Typically, 40 km/h or less.

Ontario: Default limit of 50km/h in built up areas

Default limit of 80km/h elsewhere

Best Practice

Speed limits are set according to safe system requirements.

Model jurisdictions: The Netherlands, Sweden, Germany.



Seat Belt Wearing

Most jurisdictions:

- All seats to have seat belts and
- vehicle occupants to use them.

Few jurisdictions:

- All vehicle occupants to be belted.

Country	Seat belt wearing rate
U.S.A	83%
Germany	96-98% front seat
Malaysia	Up to 93% for front seats
Most nations	95% for front seats



FASTEN SEATBELT



Seat Belt Wearing

Each year in Victoria:

- Around 20% of car occupants killed are not wearing seat belts
- Over 50% of these crashes involve drinking.

Best Practice

- Education campaigns in combination with enforcement.
- Require all vehicle occupants to wear seat belts and no more occupants than available belts.
- Technology that restricts vehicle speed if the driver or passenger is not wearing a seat belt.
- **Model jurisdictions:** Germany, Australian states.

Motorcycle Helmet Wearing

Wearing rates

- U.S.A: 63%
- Australia: 95%
- Germany: 97%

Many developing nations have very low wearing rates.

Best Practice

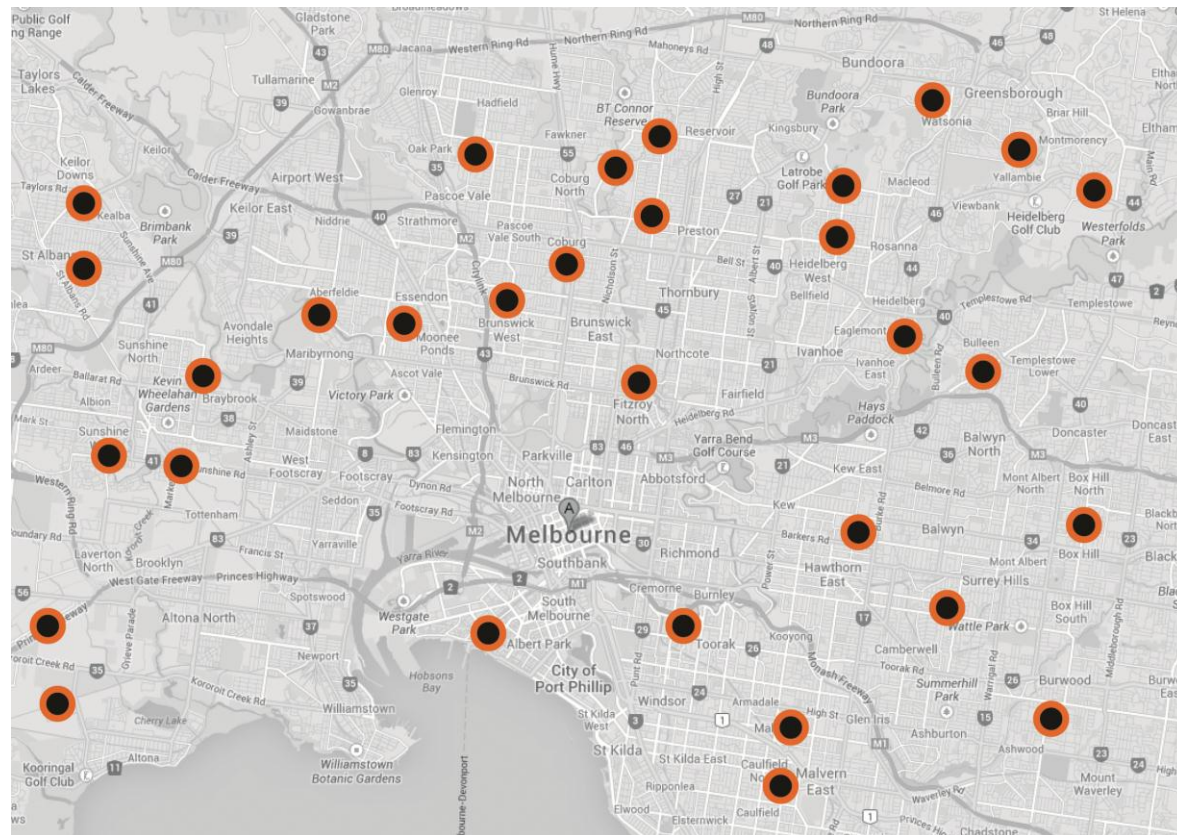
- Mandatory wearing of helmets.
- Helmets required to comply with safety standards.



Road Infrastructure

Most jurisdictions:

- Good at identifying specific locations where crashes are the highest.



Road Infrastructure

Treatments are determined and prioritised:

- roundabouts
- traffic signals
- traffic islands.



Road Infrastructure

- Identify and treat highest risk lengths of the network.
- Use benefit/cost analysis



Road Infrastructure

In Victoria, run-off-road crashes make up about 45% of fatal crashes in rural areas.



Before



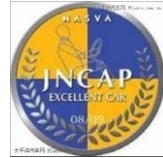
After

Road Infrastructure Treatments



Vehicle Safety

Many nations provide vehicle safety rating information to consumers.



Some governments and their agencies set minimum safety standards for their vehicle fleet.

Sweden: State Agencies

5 star EuroNCAP rating

2 star EuroNCAP rating for pedestrian protection

Alcolocks



Victoria: All new vehicles manufactured after 31 December 2010, must have Electronic Stability Control.



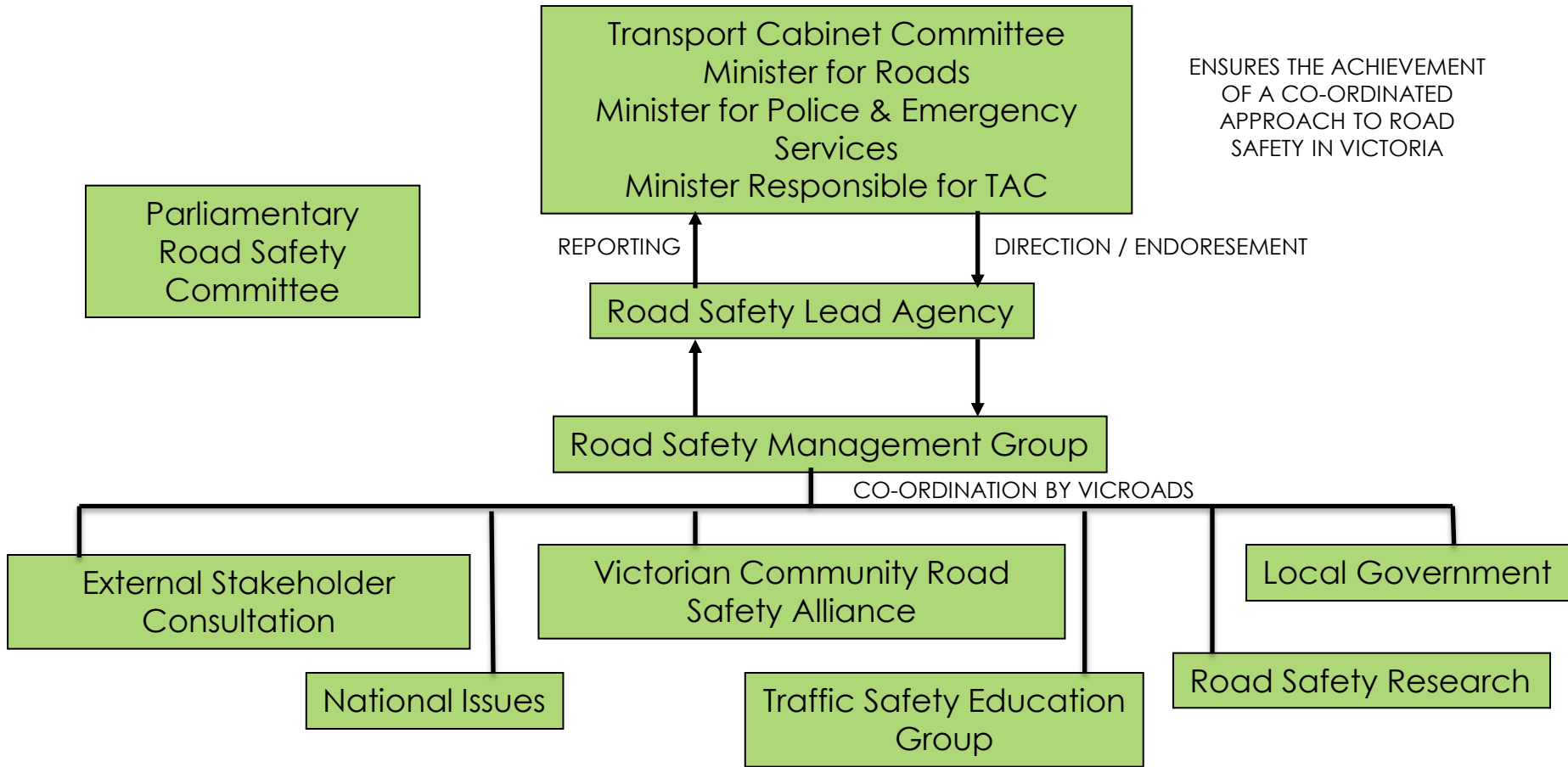
Vehicle Safety Best Practice

Best Practice

- High standards for design requirements and registration (especially ESC and head protection).
- Strong promotion of vehicles safety ratings.
- Incorporation of high standard vehicles into government fleets.
- Power restrictions for inexperienced drivers.
- **Model jurisdictions:** Sweden and Germany.



Institutional Management



Characteristics of Best Performing Nations

- A clear vision / targets for long term performance
- A lead road safety agency
- Comprehensive list of actions targeting roads, vehicle and road users
- Strong road safety research program
- Leading road safety policy
- Effective road safety legislation supported by strong enforcement
- Regularly measure performance
- Good public engagement

UN Decade of Action for Road Safety

- 1.3 million road fatalities a year across the world
- 1.9 million deaths per year by 2020 if no action is taken
- Goal: To stabilise and then reduce the number of lives lost on the world's roads



Thank you

