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International Road Safety Seminar  
GAMBIT 2008

# Radical Fatality Reduction as the Main Aim of Road Safety Measures on National Roads

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## Roads of Trust

In 2007 the General Directorate for National Roads and Motorways started to carry out unprecedented strategy for road user's life and health protection – the Roads of Trust and its operational programmes:

### Eight – Eight – Eighty Eight

Based on the programme National Roads GAMBIT developed by the Foundation for the Development of Civil Engineering, the Gdańsk University of Technology and the Cracow University of Technology with the active participation of GDDKiA divisions and centre



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## Roads of Trust

Why is there a priority for national roads ?

Why are the programme activities different and radical ?

Why is the programme unprecedented ?

Why and what does 8 - 8 – 88 stand for ?

Why roads of trust ?



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## Why is there a priority for national roads ?



- National roads constitute 5% of public roads
- Vehicle-kilometers travelled on all national roads = almost 35% of total number of vehicle-kilometers travelled on public roads
- Average density of accidents on national roads is 4 – 7 times higher than on public roads

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## Why is there a priority for national roads ?



- By the year 2013 the number of fatalities on public roads has to drop by 50% and on national roads by 75%
- In Poland only national road network has nationwide road administration
- General Directorate for National Roads and Motorways is the managing body for both roads and road traffic, which significantly simplifies the introduction of new solutions and standards
- GDDKiA has numerous, educated technical and operational staff, prepared to carry out such a programme, and constantly develops their abilities and knowledge
- GDDKiA has stable funds secured from national budget for implementation of such a serious programme



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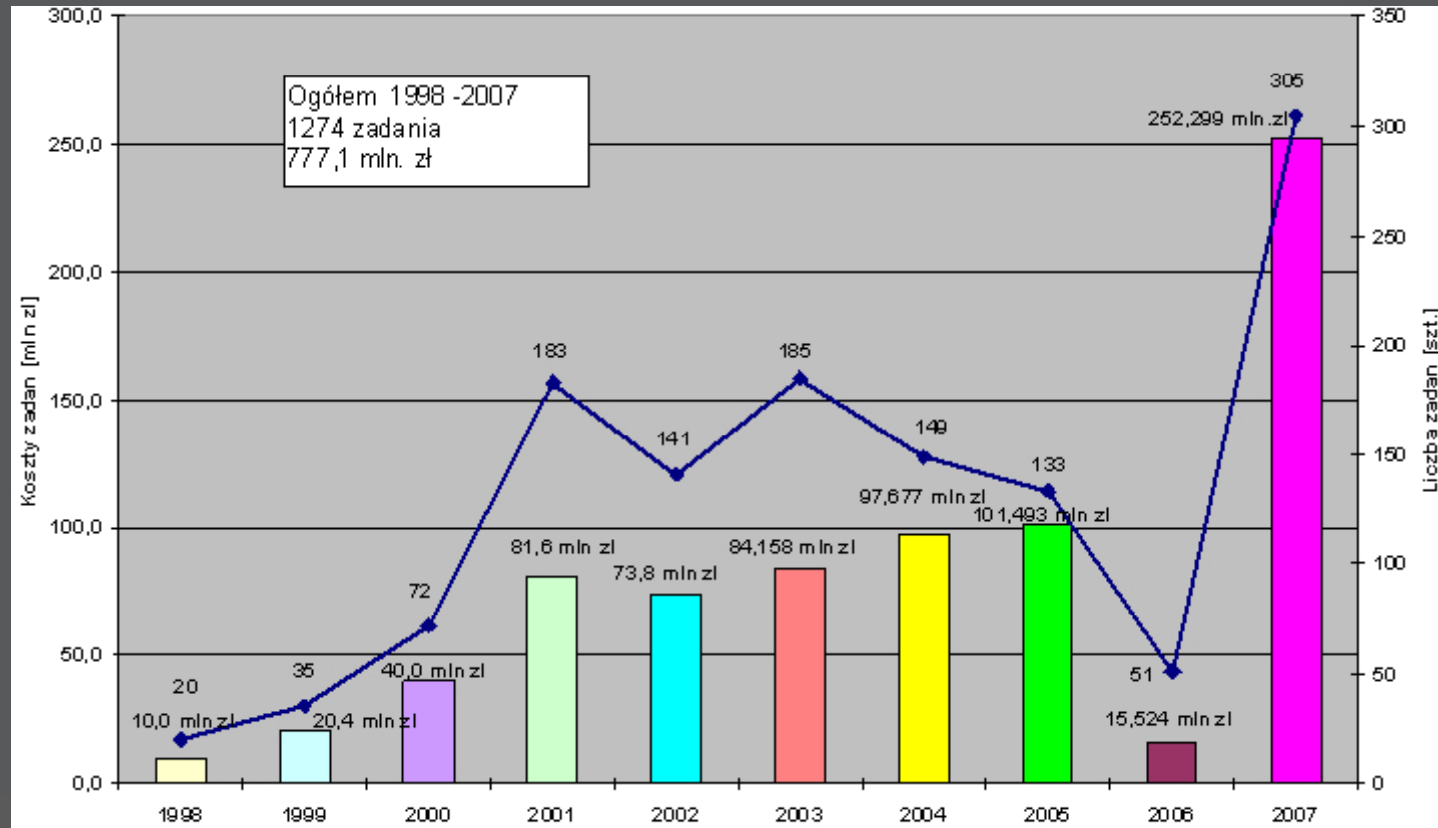


# Why do the activities have to be radical ?

For 10 years GDDKiA performed over 1300 tasks of road safety improvement of total value over 750 million PLN

General Directorate for National Roads and Motorways

The development of road safety programme implementation from 1998 to 2007



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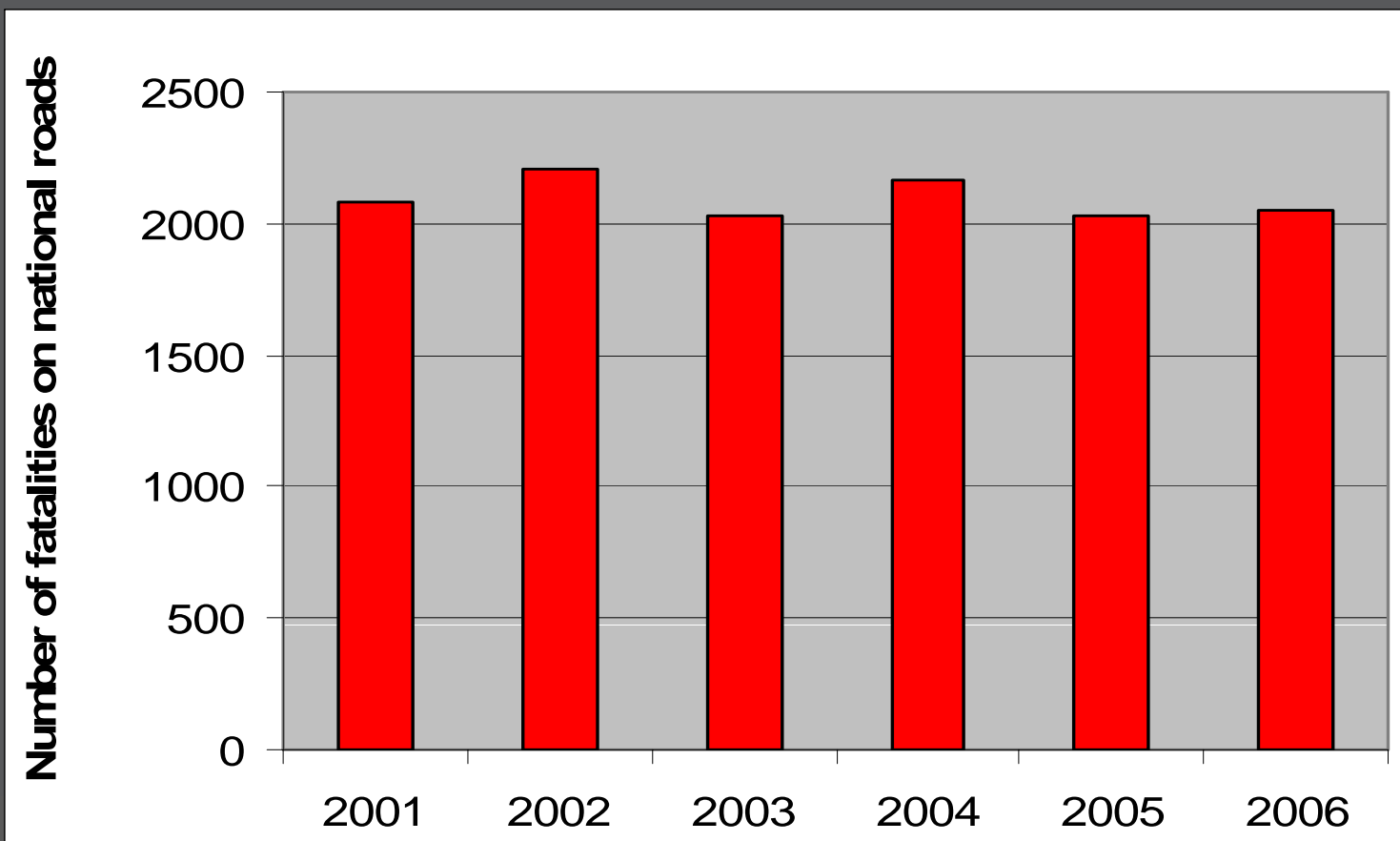
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## Why do the activities have to be radical ?

In spite of that fact, the number of fatalities on national roads has not changed for many years and does not exceed 2000 people per year





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# Why is the programme unprecedented ?

## Past:

- Many separate, incidental programmes,
- Carried out with the use of engineering methods, black spots,
- Scattered in whole Poland,
- Without detailed, multicriteria scientific analyses,
- Insufficient hierarchization of accidents locations and causes as well as possible benefits, use of different, variable criteria of tasks categorization for the plan

## Present:

- One coherent objective and comprehensive, long-term programme of road user's life and health protection
- Based on scientific analyses, strategic plan and operational plans
- Breaking the rule of black spots for the sake of a more comprehensive approach
- Use of one only criterion of the fatalities' number reduction
- Objective order of implementation
- Monitoring and verification of the programme for the following years
- Inclusion of the enforcement of Traffic Code rules by the police into the programme
- Inclusion of the public communication activities into the programme in order to build awareness of the programme rules and their acceptance as well as change the behaviour



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## Why is the programme unprecedented ?



**Due to:**

1. The size of programme objective (75% reduction of the number of fatalities which means 1500 less people killed every year)
2. The amount of necessary financial means – 500 million PLN a year
3. The extend – all national roads throughout the whole Poland – 17 000 km
4. Simultaneous use of engineering and non-engineering methods of road accident elimination
5. Comprehensive character of activities performed both at the most dangerous locations and along the whole network of roads
6. Simultaneous activities to eliminate the causes of accidents, which have already occurred and prevention activities in order to minimize the probability of new accident causes
7. Implementation of programme experience in GDDKiA investment programme regarding existing roads cross-section reconstruction (separation of traffic directions, cross-section 2+1), avoiding faulty solution, implementation of good solutions

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## Operational Programme 8 + 8 + 88



Simple symbolism necessary for communication purposes and marketing

- „Eight” – The longest road in Poland with the highest number of fatalities
- „Eight” – other eight national roads from 1 to 9 which will be covered by the programme from the year 2008.
- „Eighty eight” – other national roads which will have been included in the programme by the year 2009



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## Operational Programme 8 + 8 + 88



- Annual Implementation Plans – showing concrete activities on particular roads (details in the paper by M. Budzyński PhD)
- Inclusion traffic supervision into the programme (details in the paper by Professor S. Gaca)
- Inclusion into the programme the public communication activities in order to build awareness of the programme rules and their acceptance and change of behaviour (details in the paper by A. Maciejewski)
- Monitoring and verification of the programme for the following years

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## Year 2013 lives saved from death



Measures of fatalities reduction	Express roads	Other roads	Total
Engineering	500	1000	1500
Educational, public communication and traffic supervision, emergency services on the roads	200	400	600
Total	700	1400	2100

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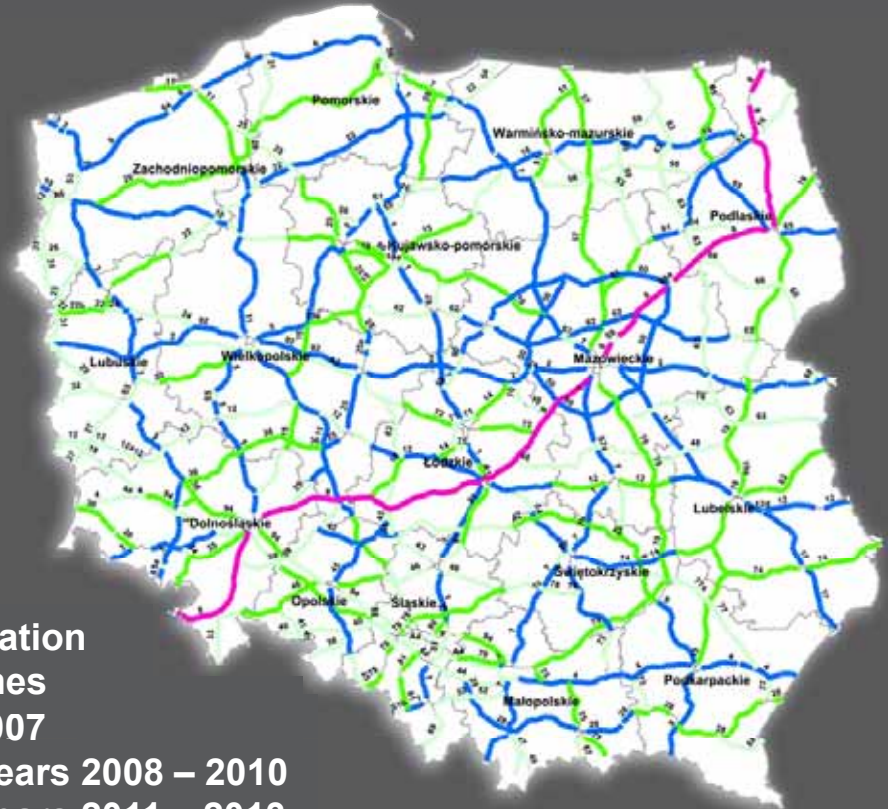
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# Roads of Trust - The stages to achieve the objective



Implementation  
programmes

- I – 2007
- II – years 2008 – 2010
- III – years 2011 – 2013
- others



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## Roads of Trust - Programme objectives

The stages to achieve the objective

The stages to achieve the objective

- year 2008 not more than 1900 fatalities
- year 2010 not more than 1250 fatalities
- year 2013 not more than 500 fatalities

**AT PRESENT: 2000 fatalities on national roads**



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## Roads of Trust – Safe Eight

„„Safe Eight” – Engineering activities



No	Task	Measurement unit	
1	Construction and re-construction of intersections	65	pcs
2	Traffic lights	64	pcs
3	Pavements and pedestrian cyclist lanes	90	km
4	Safety barriers	64	km
5	Active signs	128	pcs
6	Lighting of pedestrian crossings	91	pcs
7	Removal of the spaces between barriers in the central reserve of the dual carriageway	41	pcs
8	Additional overtaking lane (2+1)	20	km
9	Speed cameras masts	450	km

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## Why Roads of Trust ?

- The programme cannot be implemented against road traffic participants or without them
- They need to be informed about the programme and its guidelines, not only acceptance of the programme rules but cooperation and trust are needed in order to achieve the change of behaviour
- Basing the programme on formula of trust appears indispensable
- The programme is implemented in a way that the restrictions will be introduced where necessary, while where unnecessary – they will be removed (unjustified speed limits, extended



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## Why Roads of Trust ?

- Restoring the credibility of road signs by decreasing their numbers and considered application in places where they are required
- The trust means fair play for both sides of the game, it means: for the road management and its users
- Building the trust through full, reliable information, on the road as well, e.g. about the speed cameras
- No traps, no engineering solutions which could surprise a driver or which do not forgive mistakes



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## Roads of Trust – Safe Eight

„Safe Eight” – the results

From July to December 2007 the number of fatalities on national road No 8 decreased by 30% compared to the analogical period in the previous year

The decrease occurred in spite of the growing number of vehicles and 6-percent increase in the number of fatalities on all roads in Poland



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## Conclusion

- One coherent objective and comprehensive, long-term programme of road user's life and health protection
- Based on scientific analyses, strategic plan and operational plans
- Breaking the rule of black spots for the sake of activities conducted on the whole road network
- The use of one only criterion of the fatalities' number reduction
- Objective order of implementation



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Thank you for  
attention

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