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DUTCHTOWN IN POLAND AND THE PLANNED PROGRAMME OF TRAFFIC CALMING

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Presented by Krzysztof Jamrozik

**Ministry of Infrastructure
Secretariat of the Polish Road Safety Council**

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1. Dutchtown – pilot programme of traffic calming in Puławy

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Aims of the project:

1. To propagate practical knowledge and modern concepts within traffic calming in the road construction business
2. To propagate traffic calming as the most effective tool of road safety improvement with engineering methods

Scope of the project:

1. Construction of the training site 'Dutchtown' and traffic calming in Puławy with model solutions adopted in the Netherlands: 2009
2. Training for all road administrators and as far as possible other stakeholders (university of technology students, traffic police, designers): 2009-2010

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Project partners:

Ministry of Infrastructure, Ministry of Transport of the Kingdom of the Netherlands, Lubelski Voivod (Governor), the town of Puławy, Voivodship Road Administration in Lublin

Project implementation:

‘Dutchtown’ will be constructed and partly financed by the Ministry of Infrastructure within the Programme of Liquidating Hazardous Sites on Roads

Training will be organised and financed by the Ministry of Infrastructure within the planned **Programme of Traffic Calming**

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Traffic calming in the Netherlands is implemented by regional and local authorities based only on a good engineering practice. Effective traffic calming is the key determinant of a very high safety level of the traffic in this country.

The presented examples show some methods of traffic calming applied commonly in Holland, to be adapted to Polish conditions and propagated in the planned **Traffic Calming Programme**.

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Prefabricated speedhump with a sinus form

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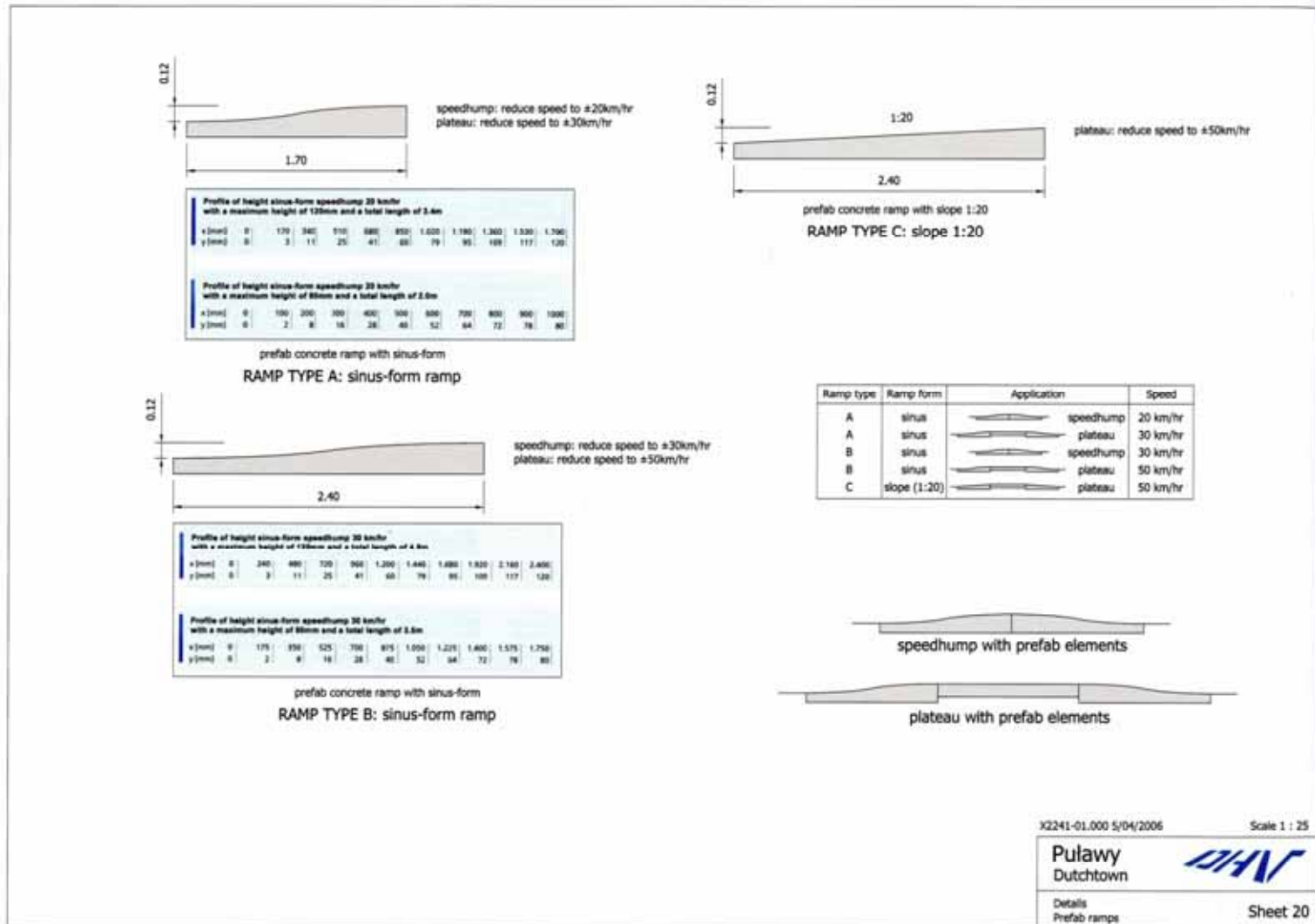
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Prefabricated speedhump with a sinus form: without a tossing effect, car-friendly. The different shapes adapted to speeds from 20 to 50 km/h



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Four-way crossroads with an internal island of the thumbtack type. Right of way according to general rules.



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This section prevents overtaking a bus at a bus-stop (short stop of a bus)



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This barrier prevents the entry of personal cars onto a bus stop (long stop of a bus)

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A bus-friendly speedhump and conducting a cycling path outside the road

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A barrier in the form of a road narrowing with a speedhump of a variable section

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The structure of this speedhump 'discriminates' against personal cars and in favour of buses



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The closure of a housing estate internal road at an entrance road with a barrier covered with hedge. The road available to bicycles and motorcycles.



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The section of a regional road that crosses a small town (50 km/h) – on a narrow road cycling paths have been designated and there is no centre line.

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The passage of a regional road across a town centre – owing to the 30 km/h zone the safety of cars, pedestrians and cyclists is guaranteed.



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Entrance to the '30' zone – a visible change of a section
(a dividing stripe) and a speedhump



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TRAFFIC CALMING CONCEPT IN PUŁAWY

'Dutchtown' Project

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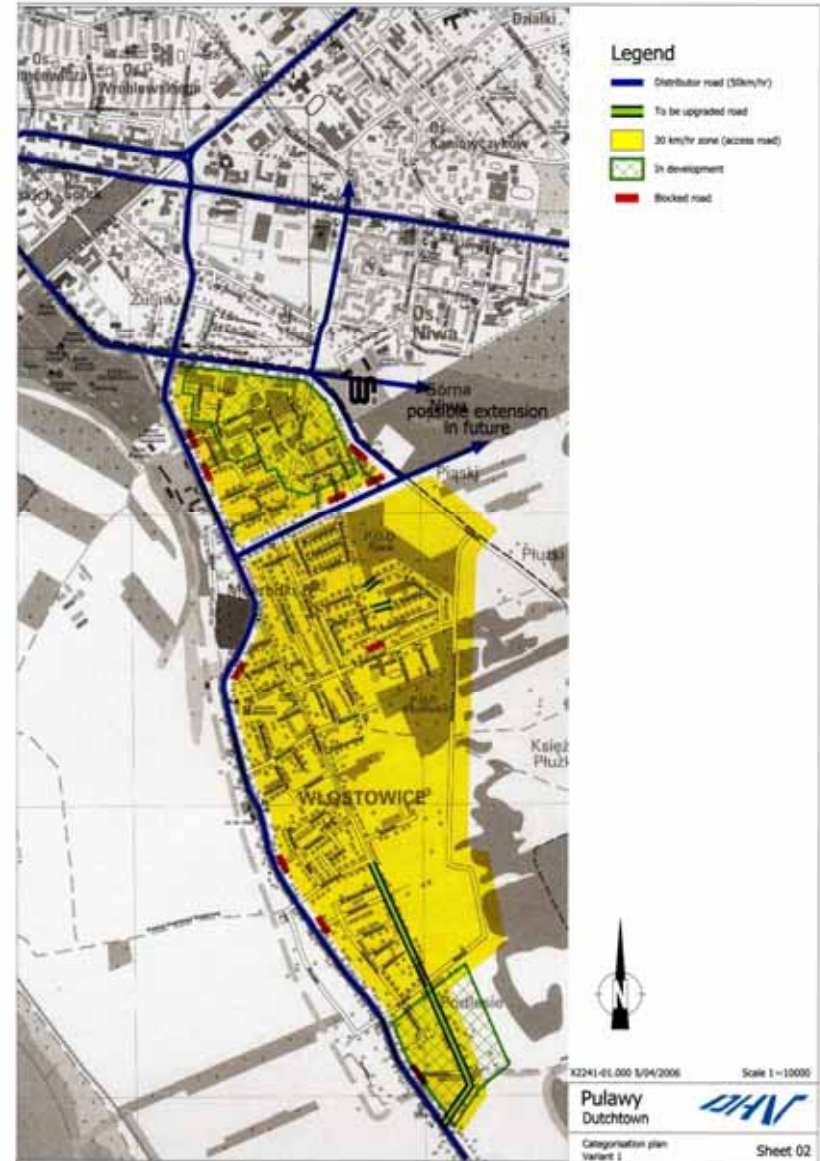
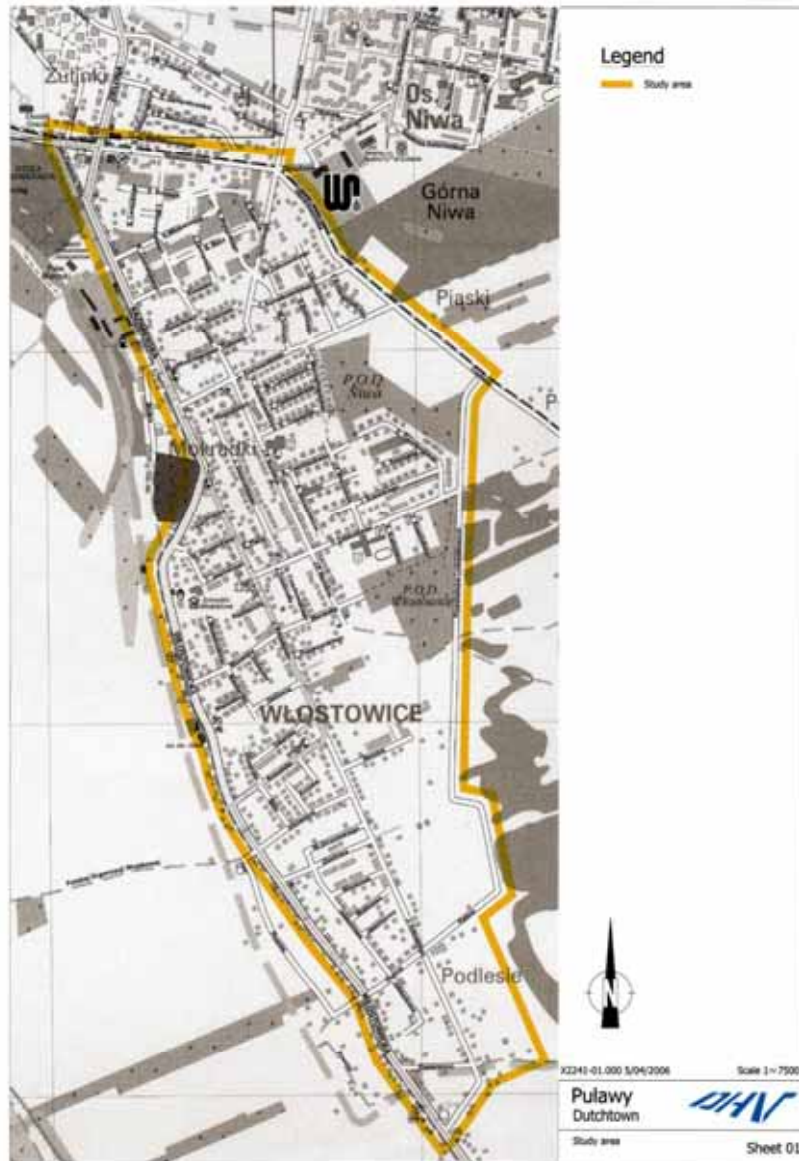
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Designating streets with 50 km/h speed limit, '30' zone and entrances of local streets to be closed.



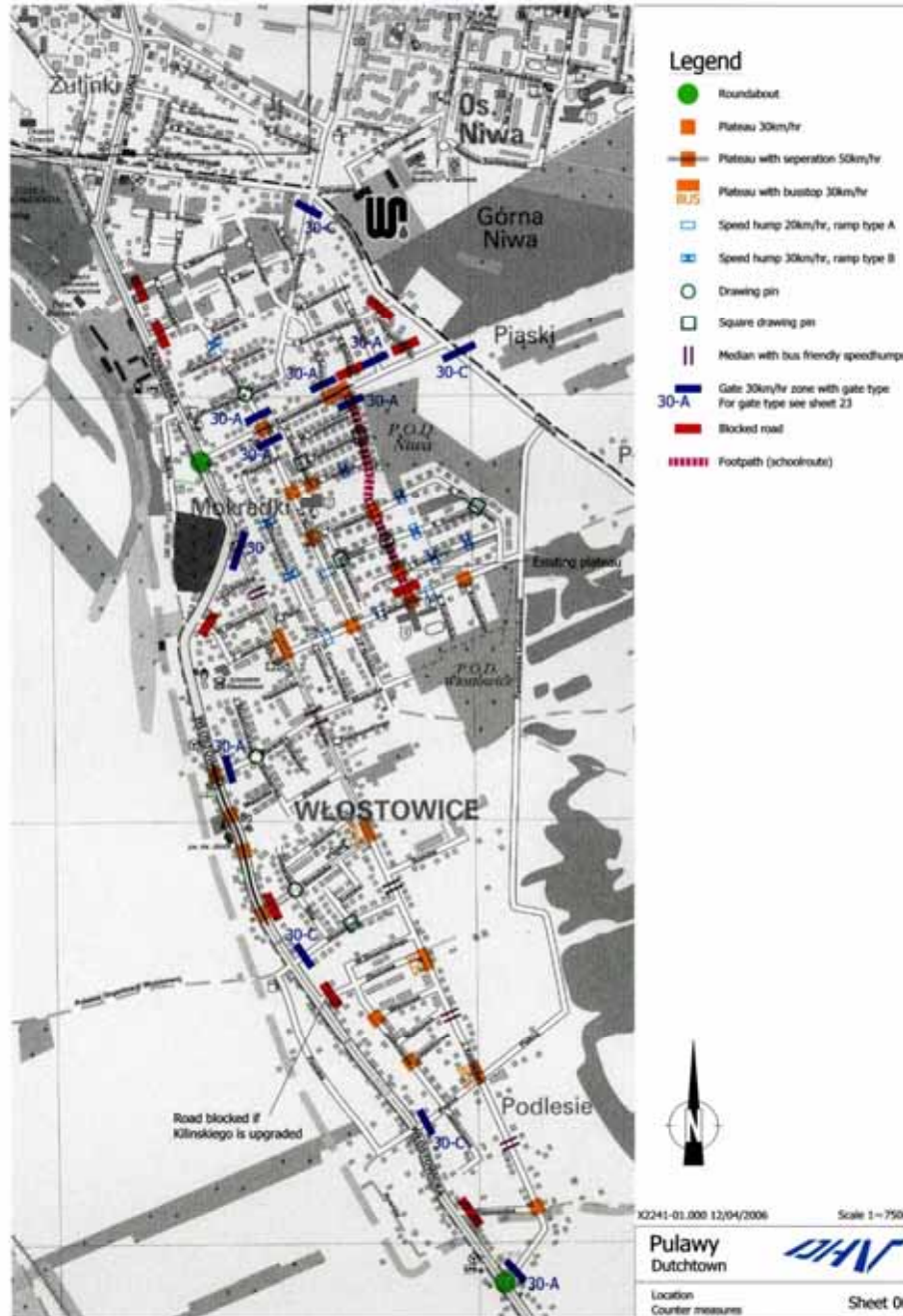
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The following locations
have been designated:

- entrance 'gates' to the '30' zone,
- bus stops,
- mini roundabouts,
- elevations of crossroads,
- thumbtack type roundabouts,
- speedhumps,
- walking routs.



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Since 2009 training will be organised at the Dutchtown for road administrators and as far as possible for other stakeholders.

Training will be organised and financed by the Ministry of Infrastructure within the planned **Traffic Calming Programme.**

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2. Planned Traffic Calming Programme – partnership of central and local governments

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IN POLAND

- 85% - 94% vehicles exceed the speed limits within built-up areas (average speeds 65-76 km/h)
- The main cause (42%) of fatalities is excessive speed
- 72% of accidents occur in built-up areas
- 34% fatalities are pedestrians, 11% cyclists
- In built-up areas the geometry of roads and traffic organization are favourable for vehicles and not pedestrians and are conducive to speeding
- There is no effective speed control – drivers may break speed limits without consequences
- The National Road Safety Programme GAMBIT 2005 identifies speeding as the main hazard on roads and makes it a priority for actions

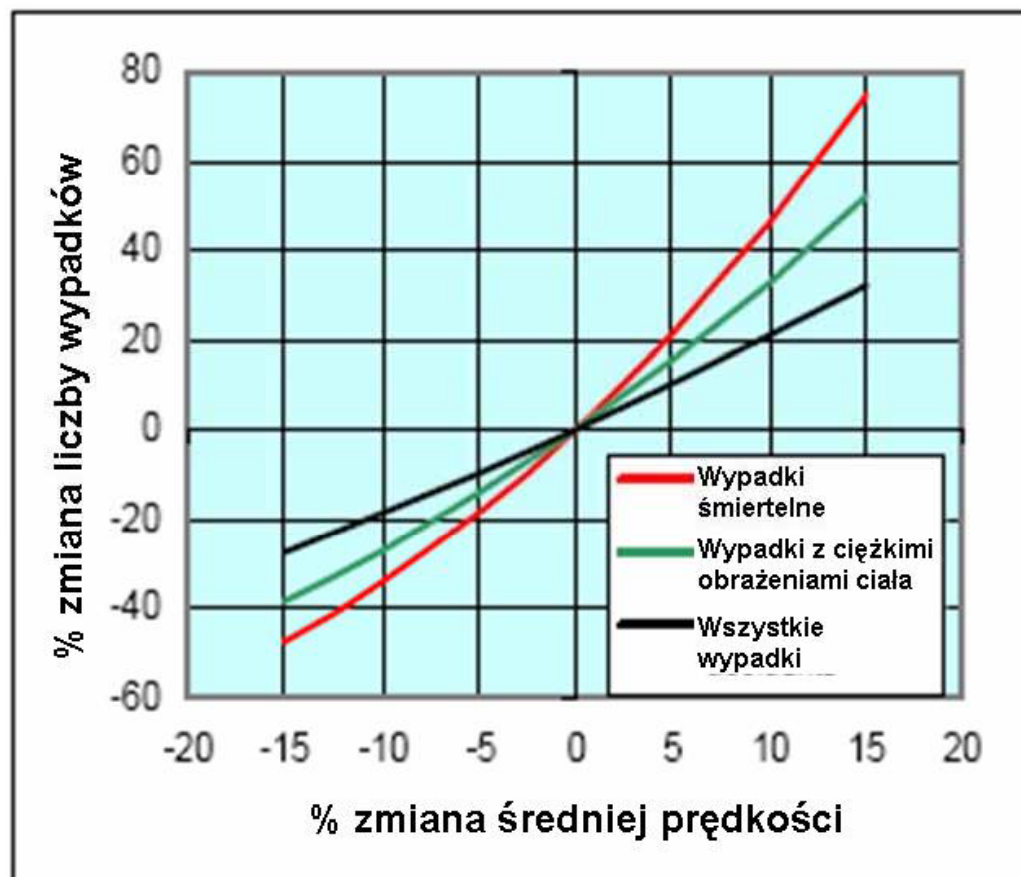


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The reduction of an average speed by 5% results in the decrease of the total number of accidents by 10% and fatalities by 20%



Source: Speed Management, OECD/ECMT, 2006

Safe speeds may be guaranteed with road engineering effectively and permanently within built-up areas and many casualties may be prevented, especially among unprotected road users

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TRAFFIC CALMING

Introduction of comprehensive planning and engineering solutions in order to:

- enforce safe speeds of vehicles
- eliminate transit traffic
- increase traffic safety
- improve visual qualities of the area

Scope of measures:

- Functional hierarchy of roads and streets
- Speed zoning (housing zones, 30, 50 km/h)
- Enforcing speed limits with road engineering solutions



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Aims of the Programme:

1. To improve safety and reduce the burden of road traffic with traffic calming in built-up areas
2. To propagate knowledge and good practice within traffic calming as an effective tool of permanent road safety improvement.

Scope of the Programme:

1. Drawing up and distributing a traffic calming guidebook (2008)
2. Training in traffic calming – *Dutchtown* (2009-2010)
3. Investments – introduction of traffic calming in towns and cities (2010-2014)



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Partners of the Programme:

Ministry of Infrastructure, Voivods (Governors), local governments

Programme implementation:

- Ministry of Infrastructure will provide partial financing for traffic calming tasks on roads administered by local governments
- Tasks will be selected based on criteria announced by the Ministry of Infrastructure
- Funding will come from the planned loan from the European Investment Bank
- Planned budget of the Programme: minimum EUR 260 m; EUR 130 to be provided by the Ministry of Infrastructure
- Complementarity with the Trust Road Programme of GDDKiA
- 2009 – preparation, 2010-2014 – task accomplishment



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This is how many sites look today...

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And they may look so different in the future.

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THANK YOU FOR YOUR ATTENTION

Krzysztof Jamrozik

on behalf of the team:

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