SOUTH EAST EUROPE
Transnational Cooperation Programme

ROSEE
ROad safety in South East European regions

Programme co-funded by the EUROPEAN UNION

Road Safety in South-East Europe

"Road Infrastructure safety " Workshop

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South East Europe

- **Priority Axis:** Improvement of the accessibility
- **Area of intervention:** Improve co-ordination in promoting, planning and operation for primary & secondary transportation networks

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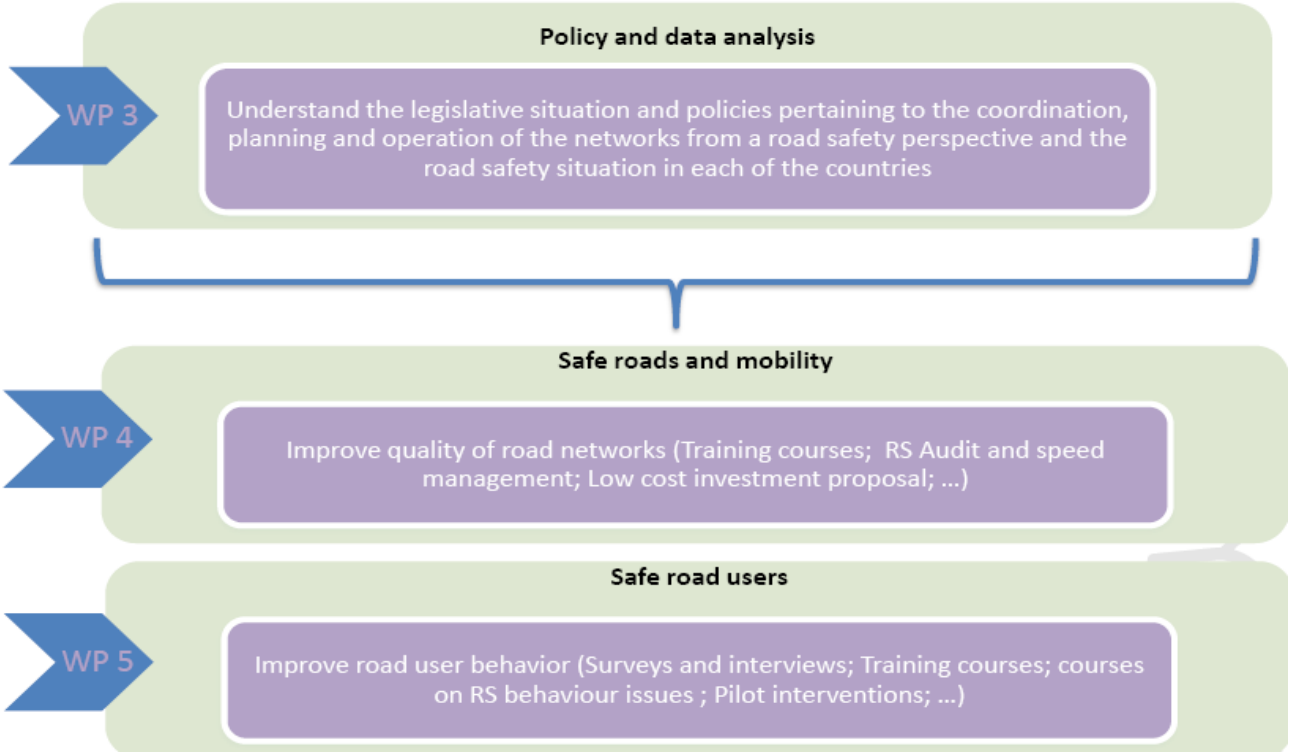
Project Objectives and Structure

Main objective: **improve coordination** in promoting, planning and operation at national and regional road networks in terms of road safety.



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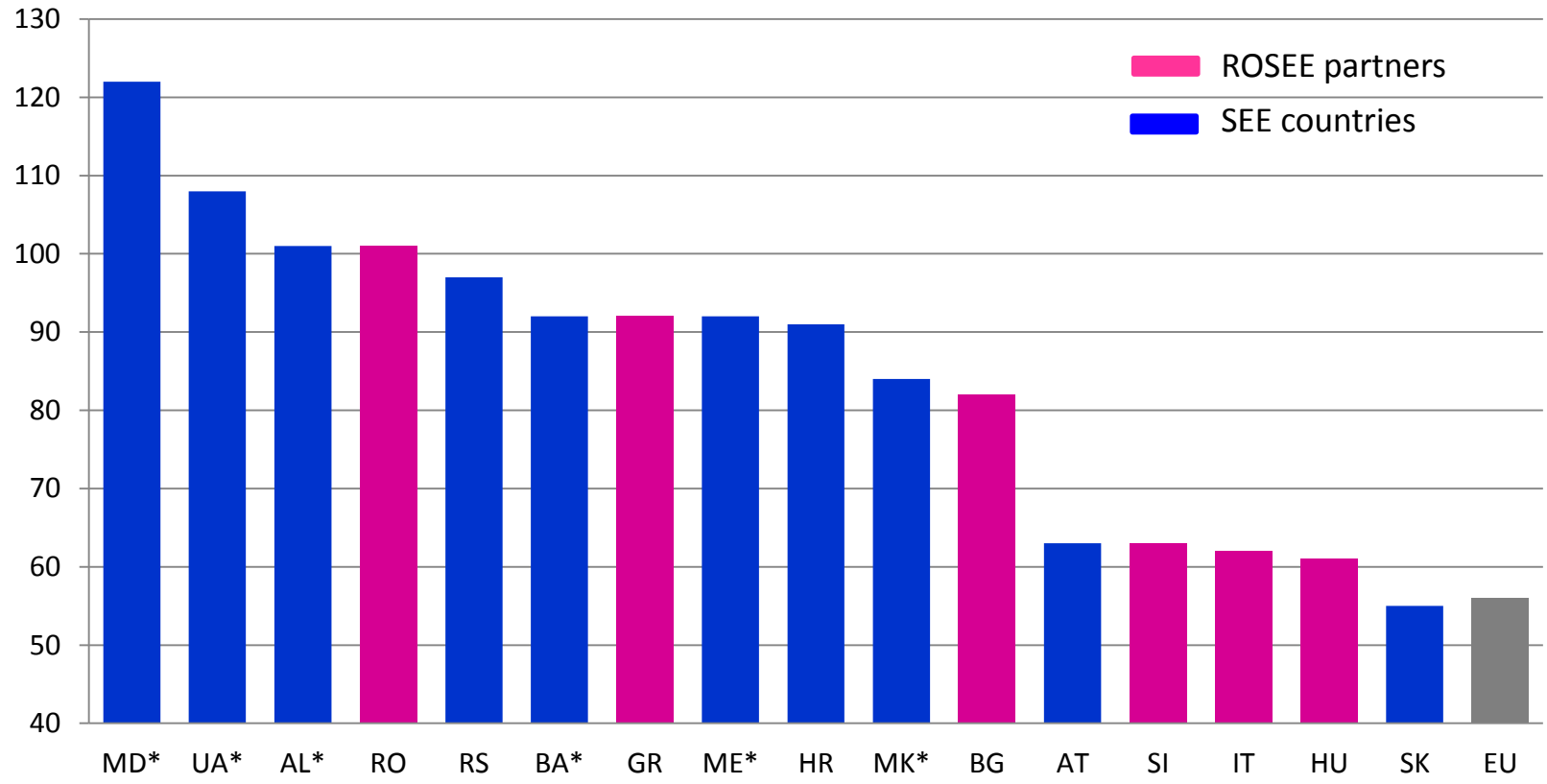
Project Partners - Observers

Role	Official name in English	Country
LP	ALOT s.c.a.r.l., Agency of East Lombardy for Transport and Logistics	Italy
PP1	EUCon, Association EU CONCEPTS R&D	Romania
PP2	GRSP Hungary Association	Hungary
PP3	UniBS, DICATAM Department of Civil Engineering, Architecture, Land, Environment and Mathematics	Italy
PP4	KTI Institute for Transport Sciences Non Profit Ltd.	Hungary
PP5	NTUA, National Technical University of Athens / School of Civil Engineering / Department of Transportation Planning and Engineering	Greece
PP6	AMZS, Automobile and Motorcycle Association of Slovenia	Slovenia
PP7	AVP, Slovenian Traffic Safety Agency	Slovenia
PP8	UL FGG-PTI, University of Ljubljana, Faculty of Civil and Geodetic Engineering	Slovenia
PP9	iRED, Open Youth Institute for Research, Education and Development	Bulgaria
OP1	ABS-RTSA, Road Traffic Safety Agency of the Republic of Serbia	Serbia
OP2	RSBSP , National Council for Road Traffic Safety	FYROM

Road fatalities per million population in SEE countries (2012) (*2011)



Sources: CARE, IRTAD, IRF

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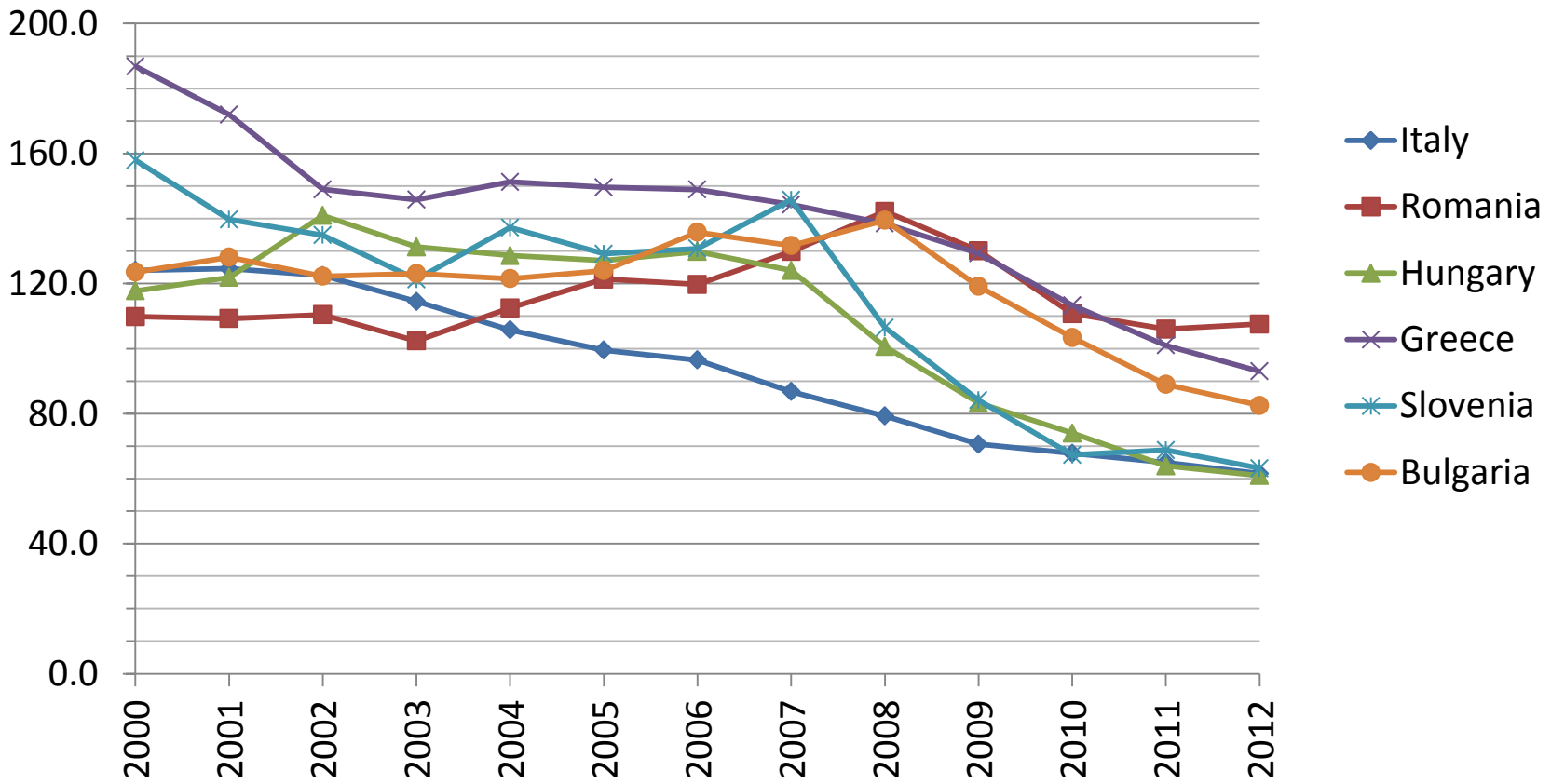
Road fatalities per million population in ROSEE countries 2000-2012



Road fatalities by user age group in ROSEE countries (2012) (*2011)

	IT	RO	HU	GR*	SI*	BG
Age group <15	1%	4%	3%	2%	4%	3%
Age group 15-17	2%	3%	2%	2%	3%	2%
Age group 18-24	11%	11%	7%	14%	12%	**16%**
Age group 25-49	**37%**	**36%**	**39%**	**40%**	**44%**	59%
Age group 50-64	17%	23%	**28%**	16%	21%	
Age group 65+	**29%**	22%	20%	23%	16%	20%
Unknown	2%	0%	1%	2%	0%	0%

Sources: CARE, National Sources

Road fatalities by user type & road type in ROSEE countries (2012) (*2011)

	IT	RO	HU	GR*	SI*	BG
Drivers	**70%**	40%	54%	62%	**70%**	49%
Passengers	15%	24%	20%	18%	16%	**28%**
Pedestrians	15%	**36%**	26%	20%	15%	23%

	IT	RO	HU	GR*	SI*	BG
Motorway	9%	1%	5%	7%	**14%**	3%
Rural	48%	38%	**60%**	44%	52%	**61%**
Urban	43%	**61%**	35%	49%	33%	35%

Sources: CARE , National Sources

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Road Safety Legislation, Policy and Institutional Capacity (1/2)

- A number of "good practice" elements can be identified, but **it is not possible to identify one single "good practice"** model at national level.
- **Variation in the structures** and processes at the higher level of road safety management exists.
- An **Inter-ministerial Committee or Council** for **Road Safety** has been legally created in all the examined countries but in most cases, it is of a general consulting character with limited authority on road safety stakeholders.
- A **national "vision"** for improved road safety performance in the long term has been adopted in almost all countries though it is not compelling.

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Road Safety Legislation, Policy and Institutional Capacity (2/2)

- A **national Observatory** centralizing the data systems for road safety is available in Italy, Hungary and Bulgaria however; data included in it vary per country.
- A **reporting procedure** to monitor the road safety interventions carried out in the country has been set up in Hungary and Slovenia.
- **Implementation** of programmes and measures seems to be the weakest component of road safety management systems in SEE. Coordination and budget are the most critical factors for effective road safety management.

Road network conditions in SEE regions – General safety assessment of the road network

- **Integration of** the EU Directive on Road Infrastructure Safety Management (**2008/96/EC**) into national legislation has been **completed or is in progress** in all countries. However, several issues on safety of road infrastructure have not been dealt with yet.

- Road infrastructure assessment is **not regularly conducted**.

  In Italy and Slovenia, there are on-going relative procedures mainly in the framework of the EuroRAP programme, however, not the entire road network has been assessed yet. In Greece, road assessment has been fragmentally implemented. For the remaining partner countries such procedures are either not adopted or no data are available yet.

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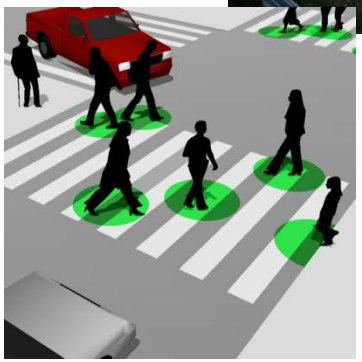
Road network conditions in SEE regions - State of the art RSA/RSI in partner countries

- Significant **differences** between partner countries concerning **RSA/RSI implementation**.
- In Greece and Italy, there are no **licensed auditors** yet. In Hungary, there are 80, in Bulgaria 73, in Slovenia 23 and in Romania 12 licensed auditors (July 2014 data).
- Some audits and inspections have been conducted in Italy and Greece but **on local level** and they are **not** organized by an **authorized agency**. In Bulgaria, audits have been performed by the Agency for Road Network.
- There is significant difference in **courses' duration** among partner countries (Slovenia: 6 days, Hungary 6+2 days, Bulgaria 5 weeks - 150 hours, Romania 3 months - 146 hours formation course).

Scope of proposals on investments and interventions

Exploitation of the ROSEE project results for the development of proposals on investments and interventions for the improvement of road safety in South-East European regions with regard to:

- **road safety legislation, policy and institutional capacity**
- **road infrastructure**
- **road user behaviour**



Proposals on investments and interventions drafted:

- **separately** for each of these three subjects
- using a **common methodology**

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Methodology

A **three step** methodology:

1. Use of measures and priorities identified within the ROSEE project
2. Exploitation of input from existing lists of proposals and recommendations
3. Assessment and ranking of road safety measures based on:
   - the estimated safety benefit
   - the implementation cost
   - the implementation time

   by **more than 100** road safety stakeholders

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Legislation, Policy and Institutional Capacity proposals on investments and interventions matrix

Recommendations	Investment Proposals	Safety Benefit				Implementation Cost				Implementation Time (needed for benefit)				Implementation Barriers
		4	3	2	1	4	3	2	1	>5y	1-5y	6-12m	<6m	
Institutional	Development of road safety national Plan													
	Operation of national road safety agency													
	Setting up road safety targets													
	Setting up dedicated road safety budget													
Legislative	Legislation for infrastructure safety management													
	Legislation for new offences													
	Legislation for efficient enforcement													
	Legislation for training, licensing, education													
Infrastructure safety management	European Road Assessment Programme (EuroRAP)													
	Road Safety Audits (RSA)													
	Road safety inspection (RSI)													
	High risk site treatment program													
Monitoring	Accident data collection system													
	Monitoring road safety indicators													
	Monitoring implementation progress of measures													
	Evaluating measures effectiveness													
	Road accident analyses													
Communication	Campaigns supporting the national programme													
	Coordinate enforcement and promotion campaigns													
Post-Crash	Emergency Call system (eCall)													
	Emergency lanes in congestion													
	trauma management performance													
	Improved Emergency Medical Service													

Legislation, Policy and Institutional Capacity proposals Overall results

- In many partner countries most Legislation, Policy and Institutional Capacity investments are related to **high safety benefit**.
- However, most such proposals are considered relatively **expensive** to implement and **effective only on the long-term.**
- The proposals considered to provide **high safety benefit at low cost**, in most partner countries are:
  - legislation for infrastructure safety management
  - legislation for efficient enforcement
- However, both investments **need time** to show their effect on the improvement of road safety.

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Road Infrastructure proposals on investments and interventions matrix

Recommendations	Investment Proposals	Safety Benefit				Implementation Cost				Implementation Time				Implementation Barriers
		4	3	2	1	4	3	2	1	>5y	1-5y	6-12m	<6m	
Pedestrian crossings	New pedestrian crossing													
	Upgrade of existing pedestrian crossing													
Lighting treatment	Implementation of new street lighting													
	Improving of existing lighting													
Speed limits	Changing from unrestricted speed to speed limit													
	Lowering existing speed limit													
	Creation of speed transition zones													
Traffic control and operational elements	Traffic signs (regulatory)													
	Traffic signs (warning)													
	Traffic signs (guide)													
	Delineators and horizontal road markings													
	Raised road markers													
	Chevrons													
	Post-mounted delineators													
	Rumble strips													
Traffic calming-Speed management measures	Speed humps													
	Raised pedestrian crossings													
	Raised Intersections													
	Central islands													
	Lateral shifts													
Vertical curvature treatment	Reducing gradient													
	Improvement of sight distances													
Cross-section treatment	Increasing lane width													
	Introduction of shoulder													
	Increasing shoulder width													
	Introduction of median													
	Increasing median width													
	Development of bicycle lanes													
	Development of pedestrian sidewalk													
Roadside treatment	Implementation of safety barriers													
	Implementation of motorcyclist safety barriers													
Crossings treatment	Introduction of new pedestrian crossings													
	Upgrading of existing pedestrian crossings													
	Introduction of rail/road grade crossings													
	Protection of rail/road level crossings													
Intersections layout	Development of roundabouts													
	Intersection channelization													
Traffic control at intersections	Implementation of yield signs at intersections													
	Implementation of stop signs at intersections													
	Implementation of traffic lights at intersections													
	Improvement of existing traffic lights													
Parking Facilities	On street parking facilities introduction													

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Road Infrastructure proposals on investments and interventions

The **highest safety benefit** is related to:

- the implementation of safety barriers
- the development of roundabouts
- the implementation of motorcyclist safety barriers

Installation of traffic signs, such as stop signs at intersections, yield signs at intersections, warning and guide signs is related to the **lowest cost** and **implementation time**.

Cross-analysis of all criteria showed that **speed humps** are the most effective measure, related to high safety benefit, low cost and short time to take effect.

Generally, measures with the highest safety benefit are neither the fastest nor the cheapest to implement.

Road User Behaviour proposals on investments and interventions matrix

Recommendations	Investment Proposals	Safety Benefit				Implementation Cost				Implementation Time				Implementation Barriers
		4	3	2	1	4	3	2	1	>5y	1-5y	6-12m	<6m	
Speeding	Installation of speed cameras													
	Lowering of speed limits													
	Introduction of speed limits													
Alcohol	Intensive police enforcement of drink-driving													
	Penalties for drunk driving													
	Increased random breath testing													
Enforcement	Intensive police enforcement of seat belt use													
	Intensive police enforcement of child restrain use													
	Intensive police enforcement of helmet use													
	Mandatory wearing of helmets for moped and motorcycle riders													
	Intensive police enforcement of mobile use while driving													
	Selective traffic enforcement programs at high-risk times and locations													
Licensing	Gradual driver license													
	Voluntary training for bus and truck drivers													
	Licensing for mopeds													
	Mandatory eyesight test for car drivers													
Pedestrians/ Cyclists visibility	Use of reflective devices by pedestrians													
	Improving bicycle conspicuity													
Education	Mobility and safety education at all school levels													
	Periodically repeated first aid education and training at school, for drivers													
	Education, training for young drivers													
Campaigns	Road safety campaign against drinking and driving													
	Road safety campaign addressing young road users													
	Road safety television advertising supporting increased police enforcement													
	Campaign against dangerous and risky driving													
	Campaigns for seat belt and helmet use													
	Campaigns for speeding													
	Campaigns for the use of mobiles while driving													
	Using health professionals as advocate for road safety													
	Promoting walking and cycling													

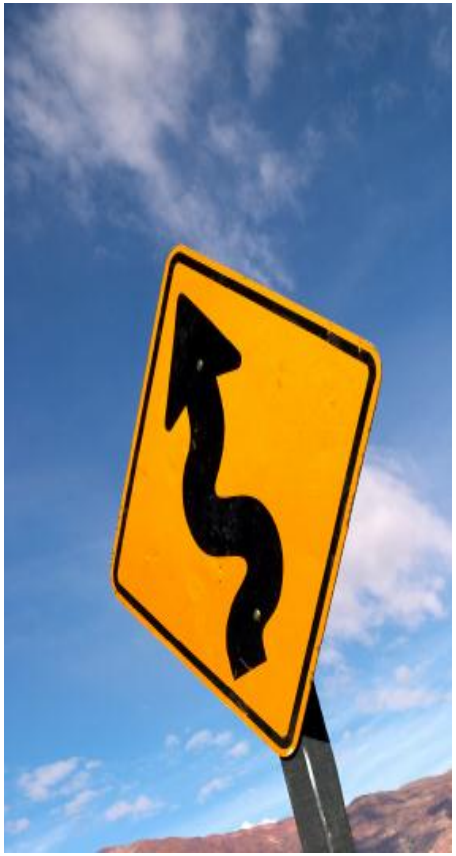
Road User Behaviour proposals – overall results

- The **highest safety benefit** was related to measures focusing on **speed, enforcement** and **visibility** while the **lowest,** to **voluntary training** for bus and truck drivers, **first aid training** and **campaigns**.
- Measures of **enforcement, legislation, penalties** and **reflective devices for pedestrians and cyclists** are considered to be of **low cost** for achieving the desired safety benefits.
- **Campaigns** and **education** are related to **high cost** and **long implementation time** in most countries.
- **Lowering speed limits** and strengthening **penalties for drinking and driving are measures fast to implement** and will have the **quickest positive safety benefit.**

ROSEE - Overall proposals for road safety improvement in South-East Europe

- Focus on **road safety management** and **administrative structure** at national, regional and local level.
- Emphasis on systematic **reporting** and **monitoring** of road safety data, measures and results.
- **Infrastructure safety management**
  - integrated approach (RSA/RSI, road safety impact assessment, high risk sites' treatment)
  - systematic implementation of low cost measures
- **Focus on the five killers**:
  - speed
  - drink-driving
  - non use of seat belts
  - non use of helmets
  - use of mobile phone while driving

  through **enforcement, training, campaigns**



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ROSEE – Final Report

http://www.rosee-project.eu/

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ROSEE - Future challenges for road safety in South-East Europe

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