

BENCHMARKING ALBANIA TOWARDS EU ROAD SAFETY

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Road Safety Investments and Interventions in South East Europe

Stergios Mavromatis, George Yannis, Alexandra Laiou



National Technical University of Athens (NTUA)
Department of Transportation Planning and Engineering

Background



- Road accidents is a **serious problem** of the countries of **South-East Europe** and common action is necessary to improve road safety in this wider part of Europe.
- Generally, the number of **road fatalities per million of population** in EU countries of the South East regions is **higher than the respective EU average**.
- The “**ROSEE - ROad safety in SEE regions**” project of the SEE Transnational Cooperation Programme covered **Italy** (IT), **Romania** (RO), **Hungary** (HU), **Greece** (GR), **Slovenia** (SI) and **Bulgaria** (BG) and involved representatives from national authorities, universities, NGOs and research centres.
- The objective of this paper is the exploration of a number of proposed **investments and interventions** for the **improvement of road safety in South-East European regions**.



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 (LPIC)
- Road infrastructure
- Road user behaviour



Proposals on investments and interventions drafted:

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



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



LPIC investments and interventions – overall results



Investment Proposals	Partner countries recording high safety benefit	Partner countries recording low implementation cost	Partner countries recording short implementation time
Legislation for infrastructure safety management	6	4	0
Legislation for efficient enforcement	6	4	1
Evaluating measures effectiveness	6	2	0
Development of road safety national Plan	6	1	1
Road safety inspection (RSI)	6	1	0
Setting up dedicated road safety budget	6	0	1
High risk site treatment program	6	0	1
Road Safety Audits (RSA)	5	2	0
Monitoring implementation progress of measures	5	2	0
Improved Emergency Medical Service	5	0	2
Emergency Call system (eCall)	5	0	1
Legislation for training, licensing, education	4	4	0
Setting up road safety targets	4	3	1
Road accident analyses	4	0	1
Operation of national road safety agency	4	0	0
Accident data collection system	4	0	0
Monitoring road safety indicators	3	2	0
European Road Assessment Programme (EuroRAP)	3	1	0
Trauma management performance	3	0	3
Legislation for new offences	2	5	0
Coordinate enforcement and promotion campaigns	2	1	3
Campaigns supporting the national programme	2	0	3
Emergency lanes in congestion	2	0	2



LPIC investments and interventions – overall results



- Institutional issues, legislative issues and infrastructure safety management concentrate most of the highly effective investment proposals.
- Legislative issues are considered the easiest to implement in most partner countries.
- Most of the examined proposals were related to high implementation cost.
- Almost all of the examined proposals are considered effective in the long-term in all partner countries.
- In half countries, communication and trauma management performance proposals are the only ones considered to need a short implementation time to provide benefit.



LPIC investments and interventions – conclusions



- 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 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.



Road Infrastructure investments and interventions – overall results



Investment Proposals	Partner countries recording high safety benefit	Partner countries recording low implementation cost	Partner countries recording short implementation time
Implementation of safety barriers	6	0	2
Development of roundabouts	4	0	0
Implementation of motorcyclist safety barriers	4	0	2
Speed humps	3	2	4
Raised pedestrian crossings	3	1	4
Creation of speed transition zones	3	1	3
Implementation of traffic lights at intersections	3	0	4
Improvement of sight distances	3	0	2
Delineators and horizontal road markings	2	4	3
Upgrade of existing pedestrian crossing	2	2	3
Traffic signs (regulatory)	1	4	5
Chevrons	1	4	4
Changing from unrestricted speed to speed limit	1	4	4
Raised road markers	1	3	3
Improvement of existing traffic lights	1	1	4
Rumble strips	1	1	3
Traffic signs (warning)	0	5	6
Traffic signs (guide)	0	4	4
Implementation of stop signs at intersections	0	4	5
Lowering existing speed limit	0	4	3
Post-mounted delineators	0	3	4
Implementation of yield signs at intersections	0	3	3



Road Infrastructure investments and interventions – overall results

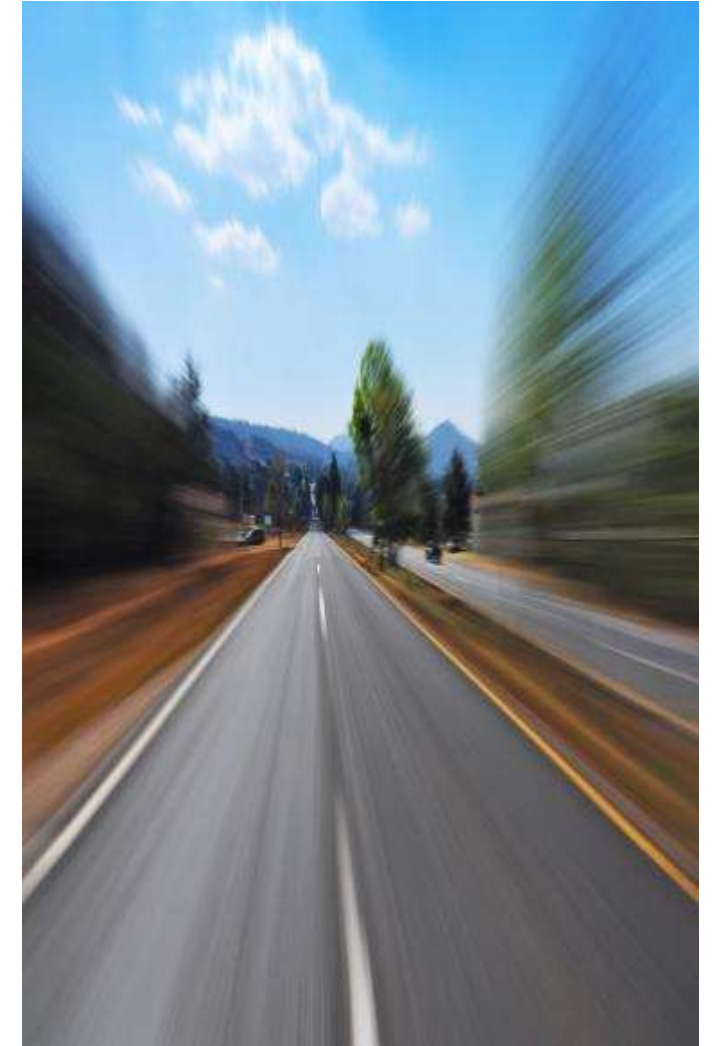


The **highest safety benefit** is related to:

- 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, warning and guide signs is related to the **lowest cost** and **short 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.



ROSEE countries differ widely in regard to:

- road network conditions
- road maintenance and managing
- road user behavior
- vehicle fleet and ownership
- general social and economic background
- legislation
- enforcement

thus, **different measures act differently between countries.**

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



Road User Behaviour investments and interventions – overall results



Investment Proposals	Partner countries recording high safety benefit	Partner countries recording low implementation cost	Partner countries recording short implementation time
Intensive police enforcement of child restraint use	6	4	4
Intensive police enforcement of helmet use	6	4	3
Traffic enforcement programs at high-risk times and locations	6	2	3
Improving bicycle visibility	5	5	3
Penalties for drunk driving	5	4	5
Mandatory wearing of helmets for moped and motorcycle riders	5	4	4
Intensive police enforcement of mobile use while driving	5	3	4
Intensive police enforcement of seat belt use	5	3	3
Education, training for young drivers	5	2	1
Intensive police enforcement of drink-driving	5	1	4
Increased random breath testing	5	1	2
Installation of speed cameras	5	1	2
Mobility and safety education at all school levels	5	0	0
Use of reflective devices by pedestrians	3	6	3
Road safety campaign against drinking and driving	3	2	1
Road safety campaign addressing young road users	3	2	1
Campaigns for the use of mobiles while driving	3	2	1
Using health professionals as advocate for road safety	3	2	1
Promoting walking and cycling	3	1	2
Campaigns for seat belt and helmet use	3	1	2
Campaigns for speeding	3	1	2
Campaign against dangerous and risky driving	3	1	2
Road safety television advertising supporting police enforcement	3	0	2
Lowering of speed limits	2	6	5
Introduction of speed limits	2	6	3
Licensing for mopeds	2	4	1
Periodically first aid education and training at school, for drivers	2	2	1
Gradual driver license	1	2	1
Voluntary training for bus and truck drivers	0	3	1



Road User Behaviour investments and interventions – 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**.



- **Not all measures** considered to have the largest safety benefits are the fastest to implement or are of low **cost**.
- **Legislative measures** such as enforcing traffic laws and increasing penalties for drinking and driving **scored high** overall.
- Most measures with **low overall scores** focus on **education** and **campaigns**.
These measures were ranked as having **low safety benefit, high costs** and taking generally a **long time to show impact**.



Conclusions



- The analysis of the assessment results per country revealed **important differences** among the partners that may be attributed to particular **local characteristics** and **conditions**.
- The **proposed investments** and **interventions** may serve as a **basis** for **road safety authorities** and **stakeholders**, in their efforts to enhance the overall capacity to coordinate, promote and operate the networks from a road safety perspective to achieve the road safety objectives set at national and transnational level.



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