National Road Safety Program

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National Road Safety Council
Ministry of Infrastructure
TARGET PROGRAMMES

- Elimination of qualitative targets (Kelvin)
- Numeric targets specified in time
- The first countries: Japan, Sweden, the Netherlands, Canada, Australia
- WHO - 25% of crashes in 2000
- EU Time to decide - 50% fatalities by 2010
- Denmark - 45% of crashes in 2000
THE SWEDISH ‘VISION ZERO’ PROGRAMME

- 1997 – decision of the Parliament
- Motto of the Programme
- Human body as the main criterion
- 30 km/h zones
PEDESTRIAN'S CHANCES OF SURVIVAL IN A CAR CRASH

![Graph showing the probability of pedestrian death at different speeds. The graph indicates that the probability of death increases with speed, reaching 100% for speeds above 60 km/h.](image-url)
MAIN CONCEPTS OF
THE ‘VISION ZERO’ PROGRAMME

- Educated road user
- Forgiving road
- Safe vehicle
- Effective rescue system
THE DUTCH SUSTAINABLE SAFETY PROGRAM

Underlying philosophy

- The human is the measure of all things
- Prevention is better than cure
THE DUTCH SUSTAINABLE SAFETY PROGRAM

- creation of a sustainable safe road infrastructure
- intensified traffic enforcement and new regulations
- information campaigns and permanent traffic education
- introduction of in-car technologies
The Dutch Sustainable Safety Program

Measures include:

- expansion of 30 km/h or 60 km/h zones (speed restriction, safe intersections with arterial roads, adaptation of traffic circulation)

- re-engineering the layout of roads (functional use, traffic separation, uniform road markings – self explaining roads)
THE DUTCH SUSTAINABLE SAFETY PROGRAM

Measures include:

- communication coupled with enforcement of traffic regulation
- encouraging the use of safety devices in specific targets groups
- awareness activities targeted at schools, students and parents
- post school education and training
THE DUTCH SUSTAINABLE SAFETY PROGRAM

1997: The start-up programme

In the period 1997 – 2003 there was a decrease of 12% in traffic fatalities and 8% in serious injury casualties
THE DUTCH SUSTAINABLE SAFETY PROGRAM

2003: The second phase

Road safety targets 2010: less than 900 fatalities (-15%) and 17,000 serious injured (-7.5%) in traffic

2004 already reached 810 fatalities and 18,400 serious injured

In 2008 there was 750 fatalities !!!
STRATEGIES OF PROGRAMME IMPLEMENTATION

- Standardization of preventive measures (EU limits)
- The EU Road Safety Funds
- Priorities
- Promotion of road safety
- Coordination of road safety targets
- Good practices
- Analyses of effectiveness
SYSTEM APPROACH TO ROAD SAFETY

ROAD SAFETY
IS ABOUT SAVING HUMAN LIVES
IN ROAD TRAFFIC
BY PREVENTING CRASHES
AND REDUCING THEIR CONSEQUENCES
SYSTEM APPROACH TO ROAD SAFETY

DO NOT LOOK FOR THE GUILTY

LOOK FOR CONTRIBUTORY FACTORS
TO PREVENT IN THE FUTURE

LOOK FOR OPPORTUNITIES
TO SAVE HUMAN LIFE
SYSTEM APPROACH TO ROAD SAFETY

ROAD SAFETY

IS A SYSTEM
IT RELIES ON COOPERATION AMONG VARIOUS SECTORS AND ORGANIZATIONS THAT WORK TOGETHER TO REDUCE ROAD TRAFFIC INJURIES
SYSTEM APPROACH TO ROAD SAFETY

ROAD SAFETY

IS NOT A „PROBLEM” THAT CAN BE „SOLVED”

IS A SITUATION THAT MUST BE IMPROVED

EACH ELEMENT OF THE SYSTEM HAS A QUALITATIVE OBJECTIVE THAT IMPROVES THE SYSTEM IN A SUSTAINABLE WAY
SYSTEM APPROACH TO ROAD SAFETY

Road Safety System

- Research & Information Systems
- Drivers' Training & Testing
- Education & Social Communications
- Vehicle Quality
- Roads & Public Space
- Traffic Control & Law Enforcement
- Judicial Actions
- Rescue & Assistance to Victims

People

Vehicles

Public Space

Crashes

Injuries

Fatalities
<table>
<thead>
<tr>
<th>Element of Road Safety System</th>
<th>Qualitative Objective</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training &amp; Testing of Driving Candidates</td>
<td>WELL PREPARED AND SOCIALLY RESPONSIBLE DRIVERS</td>
</tr>
<tr>
<td>Education &amp; Social Communications</td>
<td>RAISE SOCIAL AWARENESS ABOUT ROAD SAFETY ISSUES</td>
</tr>
<tr>
<td>Vehicle Quality</td>
<td>SAFE VEHICLES IN GOOD TECHNICAL CONDITION</td>
</tr>
<tr>
<td>Roads &amp; Public Space</td>
<td>ROADS AND PUBLIC SPACE SUITABLE FOR HARMONIOUS USE BY ALL TRAFFIC PARTICIPANTS</td>
</tr>
<tr>
<td>Law Enforcement</td>
<td>BEHAVIOR OF ROAD USERS KEPT INSIDE LEGAL NORMS</td>
</tr>
<tr>
<td>Judicial Actions</td>
<td>OFFENDERS PUNISHED QUICKLY AND INEVITABLY, IN A SOCIALLY CONSTRUCTIVE WAY</td>
</tr>
<tr>
<td>Rescue &amp; Assistance to Crash Victims</td>
<td>EFFECTIVE RESCUE AND INTEGRAL REHABILITATION OF VICTIMS</td>
</tr>
<tr>
<td>Research &amp; Information Systems</td>
<td>COMPLETE AND EVIDENCE-BASED KNOWLEDGE ABOUT ROAD SAFETY</td>
</tr>
</tbody>
</table>
TRANSPORT POLICY IN POLAND

Development of a balanced transport system in terms of:

- technical questions
- space
- economy
- societal issues
- environment
## Central level – regulation

<table>
<thead>
<tr>
<th>Area of System</th>
<th>Institution (s) in charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training &amp; Testing of Driving Candidates</td>
<td>Min. of Transport</td>
</tr>
<tr>
<td>Education &amp; Social Communications</td>
<td>Min. of Education + Transport</td>
</tr>
<tr>
<td>Technical Condition of Vehicles</td>
<td>Min. of Transport</td>
</tr>
<tr>
<td>Roads &amp; Public Space</td>
<td>Min. of Transport / NRA (GDDKiA)</td>
</tr>
<tr>
<td>Law Enforcement</td>
<td>Min. of Home Affairs / Police, Transport Inspectorate</td>
</tr>
<tr>
<td>Judicial Actions</td>
<td>Min. of Justice</td>
</tr>
<tr>
<td>Rescue &amp; Assistance to Crash Victims</td>
<td>Min. of Health, Min. of Home Affairs / Fire Brigade</td>
</tr>
<tr>
<td>Research &amp; Information Systems</td>
<td>Institutes (MTI, R&amp;B, TUs)</td>
</tr>
</tbody>
</table>
## Regional level - execution

<table>
<thead>
<tr>
<th>Area of System</th>
<th>Institution (s) in charge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training &amp; Testing of Driving Candidates</td>
<td>Governors, road traffic centers, (driving schools - counties)</td>
</tr>
<tr>
<td>Education &amp; Social Communications</td>
<td>Education inspectorates</td>
</tr>
<tr>
<td>Technical Condition of Vehicles</td>
<td>(Counties)</td>
</tr>
<tr>
<td>Roads &amp; Public Space</td>
<td>Roads authorities</td>
</tr>
<tr>
<td>Law Enforcement</td>
<td>Police, Regional Transport Inspectorate</td>
</tr>
<tr>
<td>Judicial Actions</td>
<td>Tribunals</td>
</tr>
<tr>
<td>Rescue &amp; Assistance to Crash Victims</td>
<td>(Ambulance - counties), fire brigade</td>
</tr>
</tbody>
</table>
10 YEARS OF GAMBIT IDEA


1993 – National Road Safety Council established

1994 – First assumptions of GAMBIT

1996 – National Action Plan GAMBIT’96

2001 – National Programme GAMBIT 2000

2005 – National Programme GAMBIT 2005
GAMBIT 2000 - OBJECTIVES

1994 - the Minister of Transport commissioned the Scientific Research Committee to develop a research project Integrated Road Safety Project, which was given the acronym GAMBIT.

2000 – a revised GAMBIT 2000 was developed, adapted by the Council of Ministers in May 2001 and published as the Government’s 2001-2010 policy.

Main objective of GAMBIT 2000 Programme was to direct preventive mechanisms against recognized road safety problems:

• Excessive speed
• young drivers
• Vulnerable road users
• Drunk road users
• Crash severity
• Transit roads passing through towns and villages
• Road crash concentration sites (Black spots)
GAMBIT 2000 – MAIN GOAL

Liczba zabitych (w tys.)

7901 zabitych
6294
5712
4000

Zabici na polskich drogach


lata
<table>
<thead>
<tr>
<th>Development of Road Safety System</th>
<th>Implementation of road safety remedial measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 – Improvement of road safety management structures in Poland</td>
<td>B1 – Implementation of road safety remedial measures on excessive speed (Program „Speed,”)</td>
</tr>
<tr>
<td>A2 – Development of road safety information system</td>
<td>B2 – Implementation of road safety improvement measures protecting vulnerable road users (Program „Pedestrian and Cyclist,”)</td>
</tr>
<tr>
<td>A3 – Implementation of road safety audit system</td>
<td>B3 – Implementation of road safety remedial measures for young drivers (Program „Young Driver”)</td>
</tr>
<tr>
<td>A4 – Implementation of sustainable training system for Regional Road Safety Councils</td>
<td>B4 – Implementation of infrastructure measures to improve road safety in high risk sites (Program „Road”)</td>
</tr>
</tbody>
</table>
Summary of I stage of Programme GAMBIT 2000

In years 2000-2004 the implementation of actions which were set in the GAMBIT 2000 Program and number of local initiatives resulted in:

- Decrease in the number of fatalities by 10,5 %

- Fatalities reduction in each high risk group:

  pedestrians  -13%
  young drivers - 10%
  cyclists      -  6%
  children      - 13%
  drunk road users - 29%
  excessive speeders - 13%

Unfortunately number of fatalities in the crashes on the road intersections increased by 2,7%. 
Summary of
I stage of Programme GAMBIT 2000

The aims of the Programme were only partially achieved. The Actions were undertaken in various objectives and only some of them were completed. The implementation was limited by:

- Late preparation of Operational programs,
- Small number of qualified road safety specialists,
- Insufficient cooperation between national and regional authorities,
- Road safety not a priority on the political agenda,
- Insufficient legal and technical regulations enabling effective road safety improvement actions,
- Lack of common perception that penalties for all traffic offences are inevitable,
- Insufficient funding for implementation of the Programme.
General:
- the number of population decreased by 0.3%
- the number of vehicles increased by 88%
- vehicle-kilometres of travel increased by 190%
POLAND
CHANGES OVER THE PERIOD 1990 - 2004

Road safety:
- 820,000 road crashes
- over 1,000,000 people injured
- almost 100,000 fatalities
- the cost of road unsafety over 75 billion EUR
Conditions of road safety planning

National setting

**National Transport Policy.** Ensuring transport safety is the focus of „National Transport Policy 2005-2025“. It is one of the document’s five priority goals: to improve safety in order to radically reduce number of road crashes and their effects – fatalities and injured.

**National Development Plan 2007 – 2013** includes the theme „Creating a modern transport network“ with the measure „Road Safety“. Its objective is to reach the standards of countries with the best road safety records, mainly by reducing speeding violations and the number of drink driving road users, improving seatbelt usage, and conducting road safety audits of all road schemes (new construction, redesign of existing infrastructure and modernizations).

**Transport Development Strategy 2007 - 2013.** „Road Safety“ is one of five priorities in the Strategy which aims at 50% reduction of road deaths compared to 2003, i.e. not more than 2800 fatalities by 2013. Strategy sets five goals:

1. To build a basis for an effective and long-term road safety policy
2. To improve safe road user behaviour
3. To protect pedestrians, children and cyclists
4. To build and maintain safe road infrastructure
5. To reduce accident severity
The new GAMBIT 2005 was commissioned by the National Road Safety Council and adopted by the Council of Ministers in April 2005.


Implementation of the Programme GAMBIT 2005 is divided into separate stages.

Each stage of implementation is based on Operational Programmes.

GAMBIT 2005
PROGRAMME PATTERN

POLISH VISION
ZERO

Road Safety Strategy for the period of 2007-2013

Operational Programme for the period of 2005-2007

NTP

NDP

BUDGET
THE RULES OF STRATEGY IMPLEMENTATION

Strategia brd na lata 2005-2013
Misja, Cel, Priorytety, Dzialania

PROGRAM OPERACYJNY
2005-2007
Zadania, Realizatorzy, Wskaźniki monitorowania, Koszty realizacji

Programy Wojewódzkie
Programy Powiatowe

PROJEKTY
Basic tools for delivering the Strategy:

- Operational programmes,
- Sectoral programmes,
- regional programmes,
- local programmes.

All programmes must be aligned with the National Programme objectives.
10 YEARS OF GAMBIT IDEA


The strategic target of the National Road Safety Programme GAMBIT 2005 is to reduce the number of fatalities by 50% in ten years from 2003, which results in no more than 2800 killed in 2013.
In case of implementation of Polish Vision Zero:

- the reduction in fatalities by 74% by the year 2020 can be expected
- 42,000 people could be saved
FORECASTS BY THE YEAR 2020

Car ownership: the number of passenger cars may increase by further 50 - 70 %
GAMBIT 2005 – MAIN GOAL

To reduce the number of road deaths by 50% compared to 2003, i.e. not more than 2800 fatalities by 2013.

In addition, two goals were set at two stages, marking the strategy’s checkpoints:
• 2007 – not more than 4300 road deaths 😞
• 2013 – not more than 2800 road deaths
GAMBIT 2005 – five objectives

1. To build a basis for an effective and long-term road safety policy
2. To improve safe road user behaviour
3. To protect pedestrians, children and cyclists
4. To build and maintain safe road infrastructure
5. To reduce accident severity
ACTION PLAN

1. Creating foundations for effective and long-term road safety improvement action
   1.1 Road safety organisational structures,
   1.2 Road safety management,
   1.3 Sector operations
2. Shaping safe behaviour of traffic participants
   2.1 Speed
   2.2 Seat belts and other protection
   2.3 Alcohol and drugs

3. Protecting pedestrians, children and cyclists
   3.1 Pedestrians
   3.2 Children
   3.3 Cyclists
4. Building and maintaining safe road infrastructure

4.1 Control activities – road safety audit and inspection

4.2 Creation of safe network of roads and streets

4.3 Modern management of road traffic
5. Reducing severity and consequences of road accidents

5.1 Protecting devices

5.2 ‘Soft’ road surroundings and roads ‘forgiving’ drivers’ mistakes

5.3 Improvement of road rescue system activities according to the ‘chain of survival’
METHODS OF FINANCING

- Sectoral financing
- Road Safety Fund
- Loans of international banks
- foreign assistance
- EU funds
- Private sponsorship
- Mixed System
Trends in last 10 years (1997 – 2007)

Source – Police Headquarters
• Coalition for **Daytime Running Lights**
• Introduction of new law
• Campaign in radio, TV, cinemas, billboards
• Cooperation of partners: Police, Army, NGOs, media, National Road Authorities
# Awareness rising campaigns

## Problem Stages

<table>
<thead>
<tr>
<th>Problem</th>
<th>Styczeń</th>
<th>Luty</th>
<th>Marzec</th>
<th>Kwiecień</th>
<th>Maj</th>
<th>Czerwiec</th>
<th>Lipiec</th>
<th>Sierpień</th>
<th>Wrzesień</th>
<th>Październik</th>
<th>Listopad</th>
<th>Grudzień</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pasy bezpieczeństwa</td>
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<tr>
<td>Alkohol</td>
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<tr>
<td>Prędkość</td>
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<tr>
<td>Niechronieni użytkownicy drog</td>
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Pedestrian crossing with asylum in the middle. The curve of the road slows down the traffic.
Black Spot Treatment Program  
*Effectiveness 2005 – 2007*

### Number of reconstructed places

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>places</td>
<td>205</td>
</tr>
<tr>
<td>investment</td>
<td>148,2 million zł</td>
</tr>
<tr>
<td>refunded</td>
<td>62,3 million zł</td>
</tr>
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</table>

### Road Safety improvement after 2 years

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<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>accidents</td>
<td>- 70%</td>
</tr>
<tr>
<td>deaths</td>
<td>- 92%</td>
</tr>
<tr>
<td>injured</td>
<td>- 74%</td>
</tr>
<tr>
<td>collisions</td>
<td>- 52%</td>
</tr>
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</table>

### Accidents that we avoided

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<table>
<thead>
<tr>
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<tbody>
<tr>
<td>accidents</td>
<td>- 260</td>
</tr>
<tr>
<td>deaths</td>
<td>- 41</td>
</tr>
<tr>
<td>injured</td>
<td>- 353</td>
</tr>
<tr>
<td>collisions</td>
<td>- 689</td>
</tr>
</tbody>
</table>

### Deaths / 100 accidents

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<tr>
<td>before</td>
<td>13</td>
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<tr>
<td>after</td>
<td>4</td>
</tr>
</tbody>
</table>
Evaluation

Lack of sustainable financing system for road safety – operational programs outline tasks within the existing budgets.

GAMBIT doesn’t have responsible agency for overall coordination of road safety activities.

Length of legislative procedures and initiatives.

Underestimation of road safety issues, need for understanding and call for action at the all administrative levels.
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