

Program for Pedestrian
Protection and 30km/h zones

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Iberian workshop on Road Safety

**2nd July
2019**



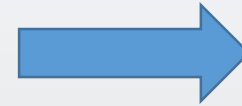


Agenda

- Background information
- Pedestrian Protection Program
- 30 km/h zones



XXI Government Program
2015-2019

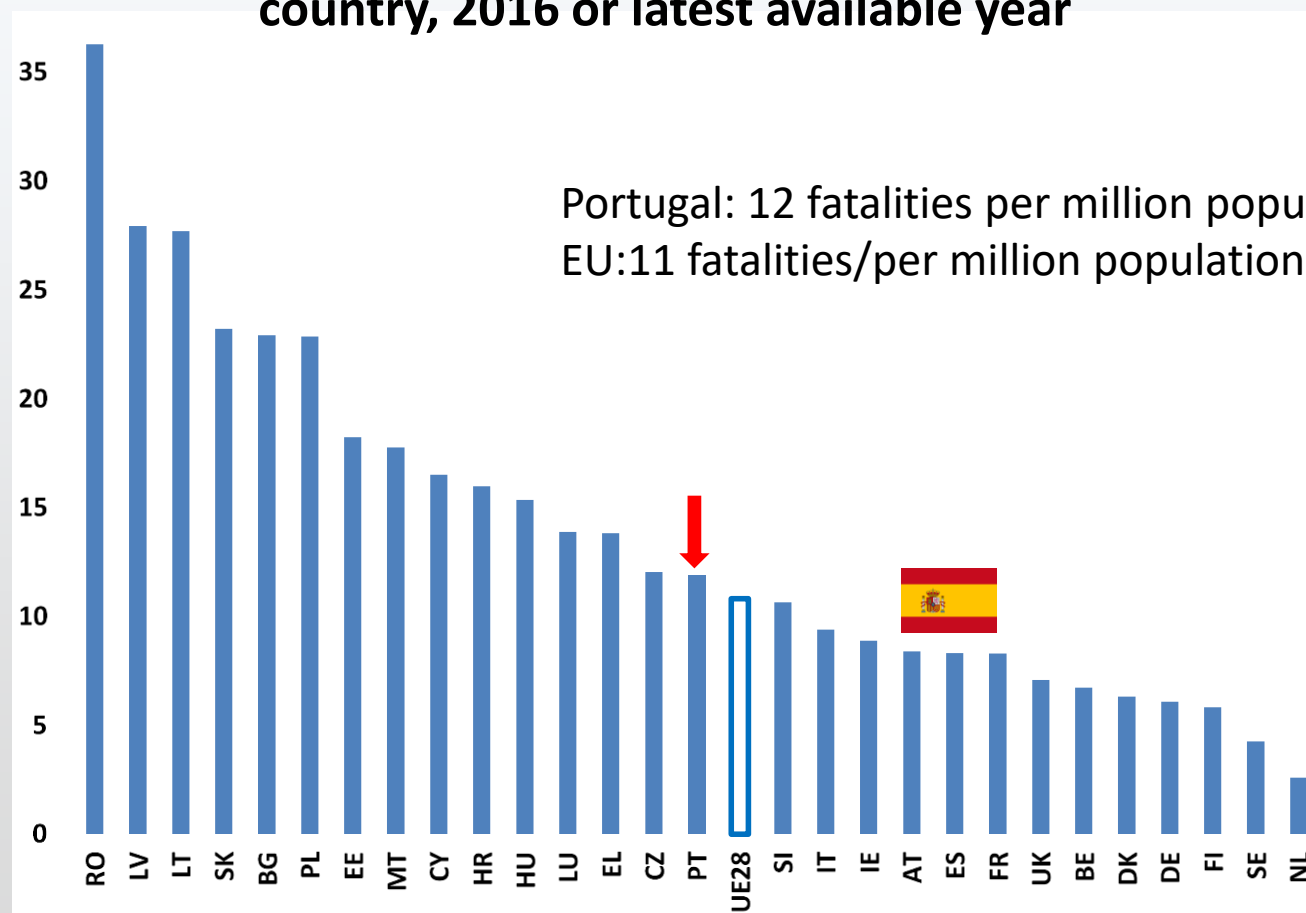


Program for Pedestrian
Protection

National Strategic Road Safety Plan
(PENSE2020)



Pedestrian fatality rates per million population by country, 2016 or latest available year



Portugal: 12 fatalities per million population
EU:11 fatalities/per million population

Pedestrian Protection Program

Autoria: **AUTORIDADE NACIONAL DE SEGURANÇA RODOVIÁRIA**
UNIDADE DE PREVENÇÃO E SEGURANÇA RODOVIÁRIA
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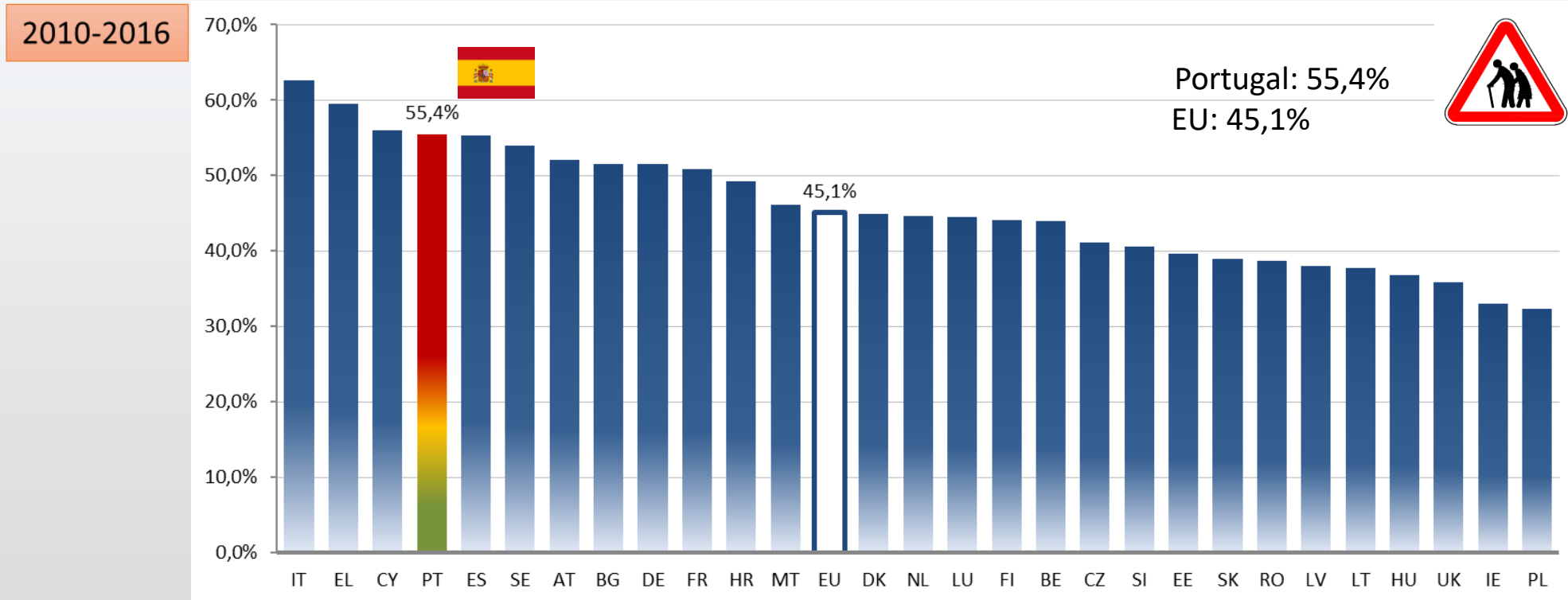
AUDAX – ISCTE-IUL (Coordenação Científica e Técnica)

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João Fonseca Ferreira
Célia Ramos Meirinho
Patrícia Duarte

Source: ERSO, Traffic Safety Basic Facts 2018



Percentage of elderly pedestrian fatalities (age>64) of all pedestrian fatalities by country, 2016 or latest available year

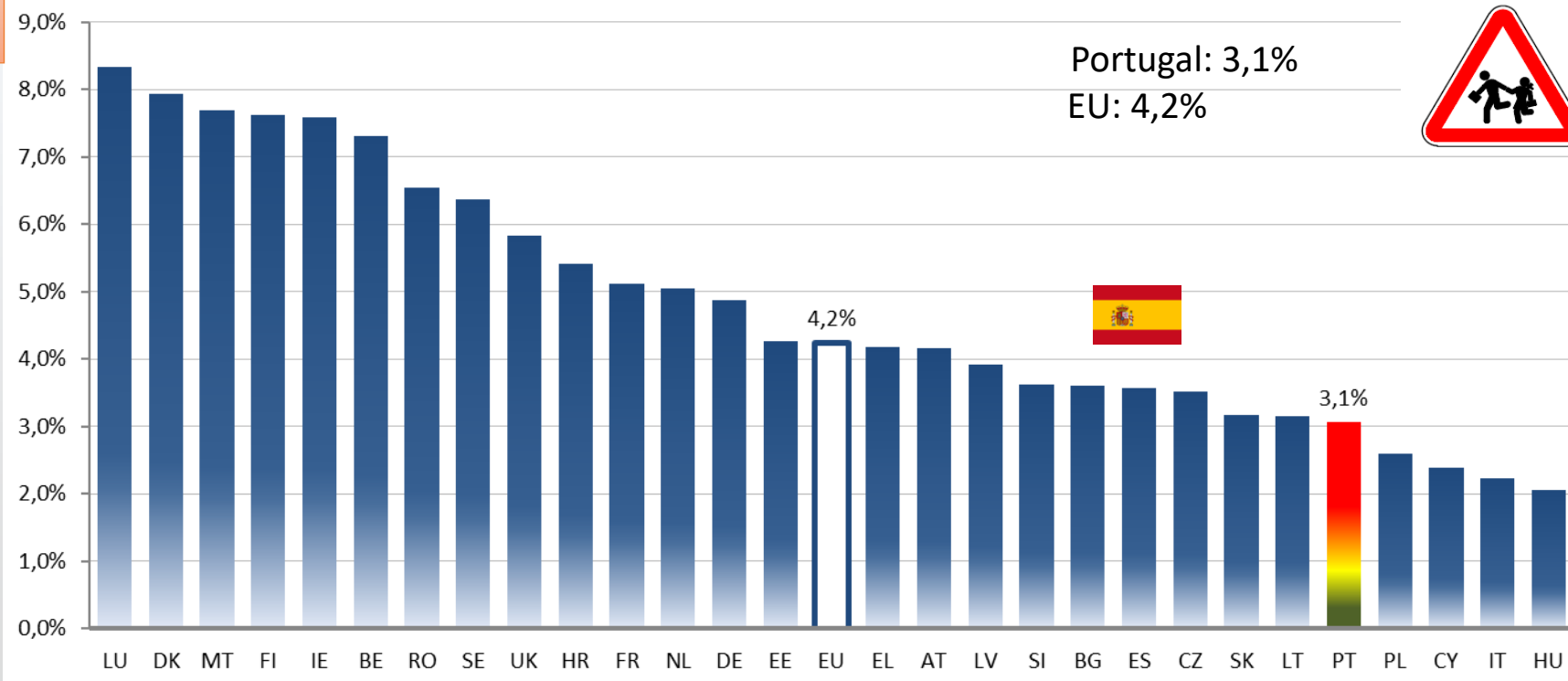


Source: ERSO, Traffic Safety Basic Facts 2018



Percentage of child pedestrian fatalities (age 0-14) of all pedestrian fatalities by country, 2016 or latest available year

2010-2016



Source: ERSO, Traffic Safety Basic Facts 2018

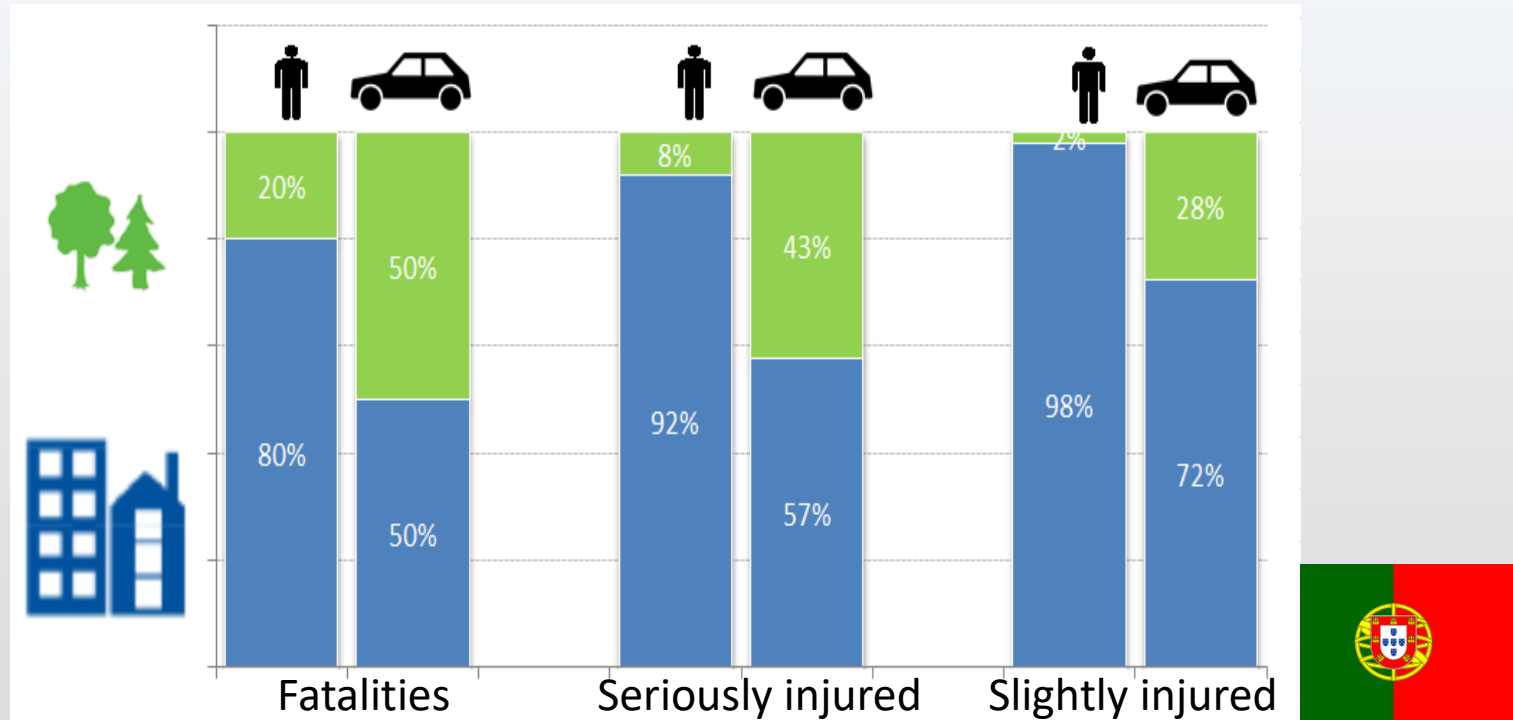


Pedestrians and Drivers injury gravity by Urban Areas and roads outside Urban Areas

2010-2016

outside Urban Areas

Inside Urban Areas



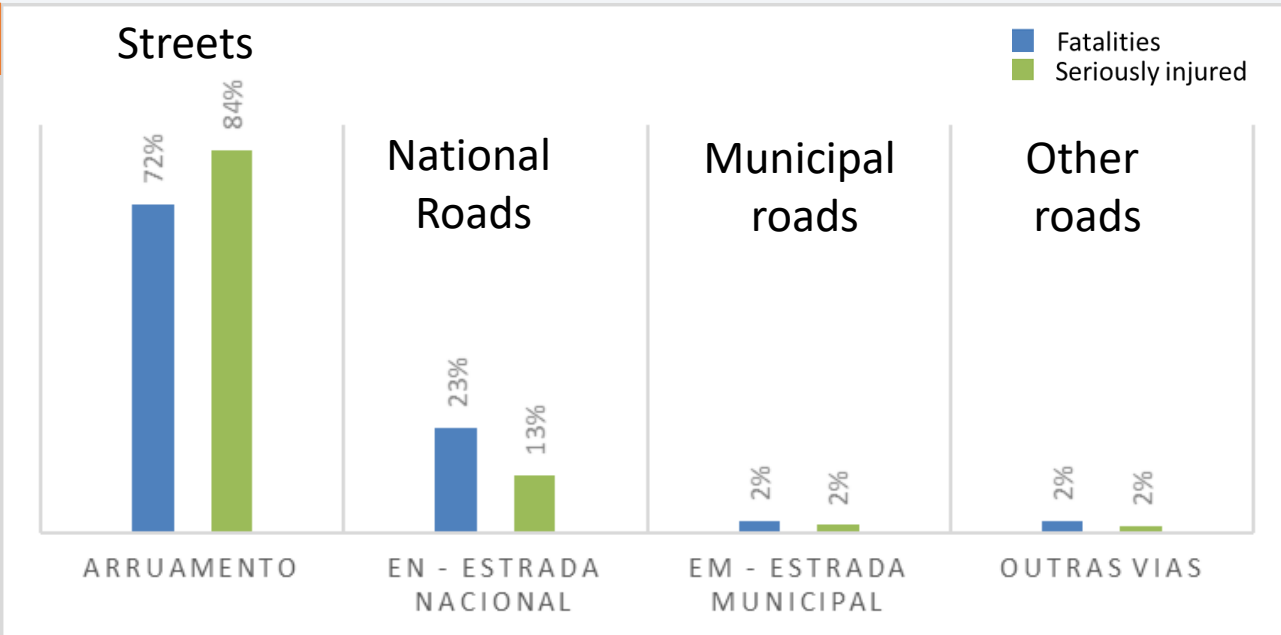
Source: ANSR





Percentage of injured Pedestrian inside Urban Areas by Road Type

2010-2016



More than **3 in 4** pedestrian dies in roads under Municipal management

6 in 7 pedestrian is seriously injured in roads under Municipal management

The Municipal Road network (and private roads) comprises 74.312 km representing 81% of the Road Network.

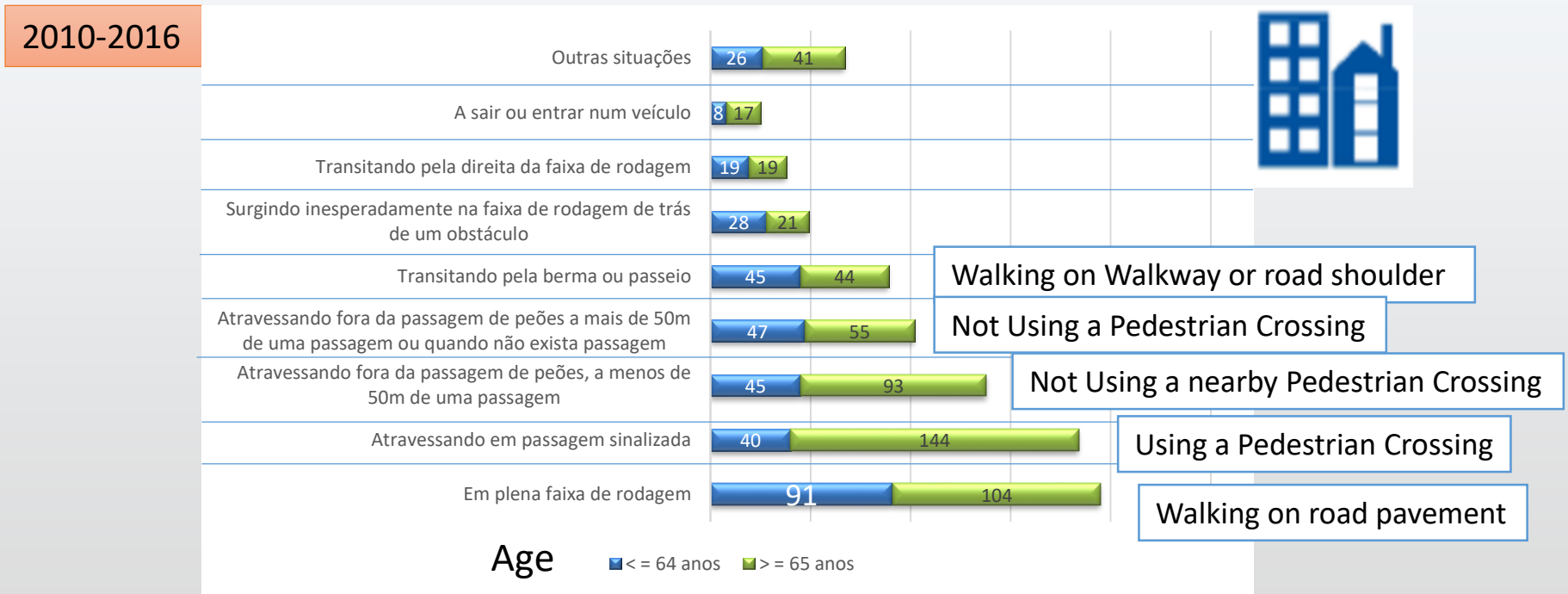
Infraestruturas de Portugal, SA is the concessionaire of 11.373 km of the national road network, of which 8545 km are outside urban areas and 2828 km are inside Urban Areas

Source:
IP http://www.crp.pt/docs/news/4_Ana_Tomaz.pdf

Fonte: ANSR, vítimas a 30 dias



Number of Pedestrian fatalities inside Urban Areas by Pedestrian action, by Age Group

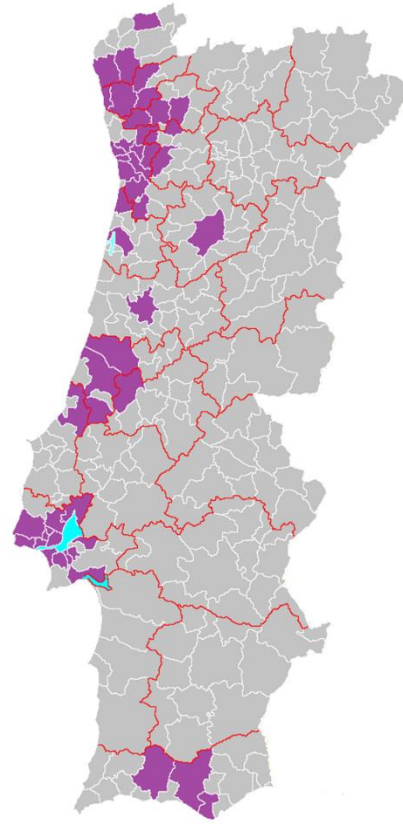


Source: ANSR



48 Mainland Municipalities with greater number of Pedestrian Fatalities

2010-2016



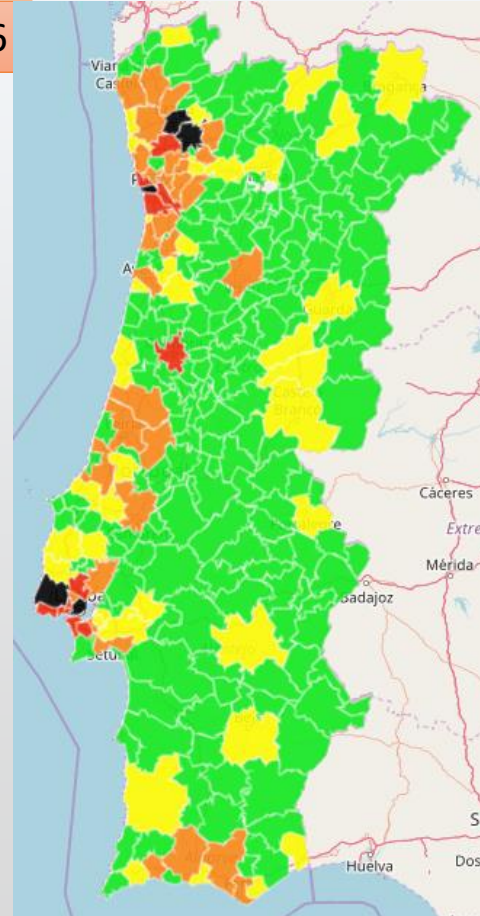
Lisboa	75	Barcelos	11
Porto	35	Loulé	11
Guimarães	34	Oliveira de Azeméis	11
Loures	26	Ponte de Lima	11
Vila Nova de Famalicão	26	Silves	11
Braga	23	Amadora	10
Sintra	22	Fafe	10
Vila Nova de Gaia	22	Odivelas	10
Cascais	21	Paços de Ferreira	10
Seixal	19	Viana do Castelo	10
Almada	17	Vila Verde	10
Coimbra	17	Ourem	9
Pombal	16	Ovar	9
Matosinhos	15	Paredes	9
Oeiras	15	Porto de Mos	9
Faro	14	Vila Franca de Xira	9
Felgueiras	14	Barreiro	8
Penafiel	14	Esposende	8
Setúbal	14	Monção	8
Gondomar	13	Valongo	8
Leiria	13	Viseu	8
Aveiro	12	Alcobaça	7
Santa Maria da Feira	12	Maia	7
		Montijo	7
		Santo Tirso	7

Almost 2/3 (64,5%) of the total pedestrian fatalities took place in only 48 Municipalities (<17% of total)



Accident Pedestrian Severity Indicator(IGrP) By Municipality Group

2010-2016



38 Municipalities with 62% of IGrP

High Risk Municipalities: Lisboa, Porto, Sintra, Guimarães, Braga;

Median Risk Municipalities: Vila Nova de Gaia, Loures, Cascais, Vila Nova de Famalicão, Matosinhos, Oeiras, Amadora, Seixal, Coimbra, Almada, Gondomar;

Average Risk Municipalities: Odivelas, Setúbal, Leiria, Faro, Santa Maria da Feira, Vila Franca de Xira, Maia, Barcelos, Aveiro, Felgueiras, Viseu, Valongo, Pombal, Loulé, Penafiel, Barreiro, Viana do Castelo, Paredes, Oliveira de Azeméis, Fafe, Paços de Ferreira, Portimão.

IGr – Accident Severity Indicator

$IGr = 100 \times M + 10 \times FG + 3 \times FL$, M number of fatalities, FG number of Seriously injured and FL number of slightly injured.

IGrP – Accident Pedestrian Severity Indicator

Severity Indicator for pedestrian accidents

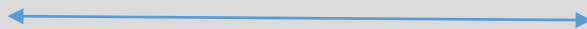
IGrP – Código de cores de risco



Mapa multimédia produzido pelo GIS4Info

Lower Risk

Higher Risk





Pedestrian Protection Programme. PENSE 2020

Campaigns on main risk Behaviours of Pedestrian and drivers

Promote the correct use of pedestrian facilities with the collaboration of police

Develop and implement education programmes of road safety in all levels of education levels of education other than university

Enforcement of alcohol and drugs on selected locals with high risk of pedestrian accident

High priority to enforcement of vehicles stopping and parking in walkways and on pedestrian crossings

To develop and spread guidance for designing 30km/zones and Residential Areas

identification of road sections characterized by high risk of pedestrian accident and treating those road locations

Evaluating compliance with legislation regarding pedestrian accessibility

To urge Municipalities to set reduction pedestrian victims goals in their Road Safety Plans according to PENSE 2020 goals



Shared responsibility

Commissioner for Transport Violeta **Bulc** said: *"Road safety is a shared responsibility. It requires national and local entities, as well as the civil society and the industry to work in close cooperation to make our roads, vehicles and users safe."**

"Road safety in a complex multi-sectoral context. In practice road safety is a shared responsibility at international, national, regional, and local levels. Achieving road safety results is a multi-disciplinary activity which takes place in a complex multi-sectoral context. Multi-sectoral activity provides both the opportunity for a holistic system-wide approach and the possibility that safety interests will be submerged by competing interests. It thus requires careful management and leadership."**

* Excellence in Road Safety Awards 2018, Brussels 26/06/2018

**European Road Safety Observatory (2006) Road Safety Management, retrieved November 28, 2008 from www.erso.eu



KEY MEASURES

- PP.01 – Setting of a framework of cooperation between Government and Municipalities according to the concept of *shared responsibility clearly defining the scope of central and local interventions*
- PP.02 –A Municipality Road Safety Package setting standards and good practices regarding designing and safety management of streets and local roads



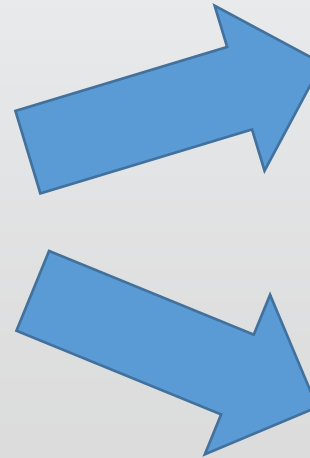
Fatality and Injury Reduction Targets for Pedestrians

3 indicators

- 1) Number of Personal Injury Accidents (PIC)
- 2) Pedestrian Severity Indicator (IGrP)
- 3) Ratio between Pedestrian Gravity Indicator and Number of Personal Injury Accidents

Portugal mainland reduction targets :

- 1) **PIC**: From 5.423 to 4.849 (-10,6%)
- 2) **IGrP**: From 39.909 to 26.561 (-33,4%)
- 3) **IGrP/AcV**: From 7,4 to 5,5 (-25,7%)



Targets for each municipality

Targets for the national road network



The Pedestrian Protection Programme was sent to all Mainland Municipalities and is available for download in ANSR website.

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ANSR SEGURANÇA RODOVIÁRIA ESTATÍSTICAS CONTROLO E FISCALIZAÇÃO CONTRAORDENAÇÕES LEGISLAÇÃO

ANSR > Segurança Rodoviária > Planos de Segurança Rodoviária

PLANOS DE SEGURANÇA RODOVIÁRIA

Download Ficheiros

- [Resolução do Conselho de Ministros n.º 85/2017 - PENSE](#)
- [Estratégia Nacional de Segurança Rodoviária](#)
- [National Road Safety Strategy \(English version\)](#)
- [Plano Nacional de Prevenção Rodoviária](#)
- [Resolução do Conselho de Ministros nº 54/2009](#)
- [Revisão do PNPR](#)
- [Revisão da ENSR 2008-2015](#)
- [Guia para Elaboração de Planos Municipais de SR](#)
- [Programa de Proteção Pedonal e de Combate aos Atropelamentos - Anexo das Freguesias](#)
- [Programa de Proteção Pedonal e de Combate aos Atropelamentos](#)

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MORADA: Parque de Ciências e Tecnologia de Oeiras, Avenida de Casal de Cabanas
LINHA GERAL: 214 236 800 (das 09:00 às 17:00)

Colaborada por: COMPETE 2020, PORTUGAL 2020, EUROPEAN UNION, WIC MAZ-AAA NCAG 1.0, R certificação acreditada

We have received good feedback from municipalities



Attributes	Risk Factor	Impact
Flexibility	Unforeseeable behaviours	Driver evaluation errors
Low visibility	Reduced notoriety	Fault / late detection by drivers
Heterogeneity (ability / experience)	Behaviour variability	Driver evaluation errors

Source: not available



Attributes	Risk Factor	Impact
Vulnerability	Fragility	Severity of injuries
	They are not a threat to a driver	Abusive behaviour of drivers

Source: not available



Attributes	Risk Factor	Impact
Scattered attention	Inattention	Driver evaluation errors Overload and driving fatigue
	Non-compliance with rules	
	Non-Defensive Behaviour	

Source: not available



zonas



Manual de apoio à implementação de Zonas 30

Creating zones by road signs alone does not discourage drivers from driving faster than 30 km/h.

[Department of Civil Engineering Faculty of Sciences and Technology is the major faculty within the University of Coimbra](#)

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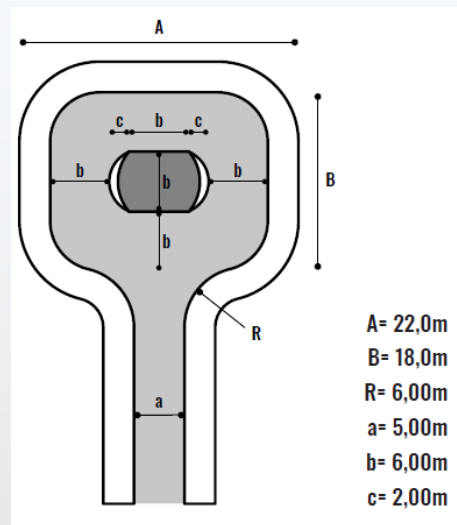
Luís Coimbra,

Bolseiro de Investigação da Faculdade de Ciências e Tecnologia da Universidade de Coimbra

Guidelines for the introduction of 30km/h limit zones

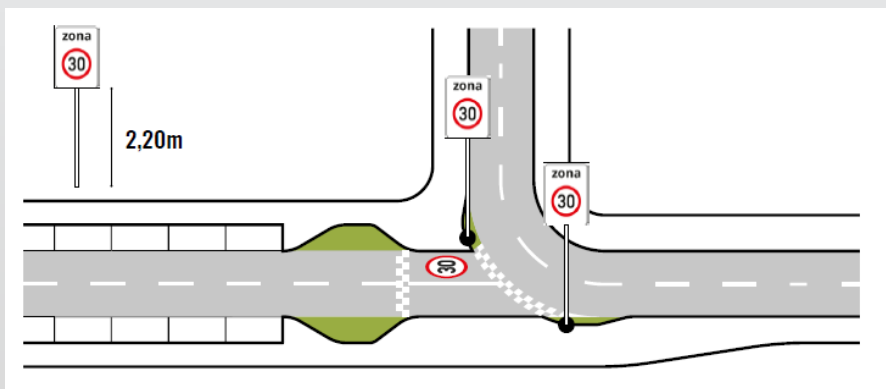


170 pages detailed manual to help Municipalities to use this tool successfully and to promote homogeneity of 30 km/h zones in all municipalities



Summary

- The 30 km/h zone concept
- Criteria for setting up a 30 km/h zone
- General and additional designing rules
- Procedures for successfully setting up a 30km/h zone





Speed has taken speed from our souls

Fernando Pessoa, Portuguese Poet

Thank you
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