

Road Safety Management in Austria

Klaus Machata

KFV – Austrian Road Safety Board

The KfV: Safety & Security – since 1959



**Austrian Road Safety Board
(ARSB)
Management**

**Transport &
Mobility**

**Home,
Leisure &
Sports**

**Property &
Fire**



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ZA VARNOST PROMETA

PIN Posvet: “Z evropskim pristopom do boljše prometne varnosti”

Varna infrastruktura, varna vozila in varni udeleženci v prometu

23. junij 2017

Members of the KfV



Verband der Versicherungsunternehmen Österreichs
(Alliance of Austrian Insurance Companies)



Allgemeine Unfallversicherungsanstalt
(Workers Compensation Board)



Österreichischer Automobil-, Motorrad- und Touring
Club (Motorist Club)



Auto-, Motor-, und Radfahrerbund
Österreichs (Motorist and Cyclist Club)

... and KfV is member of:



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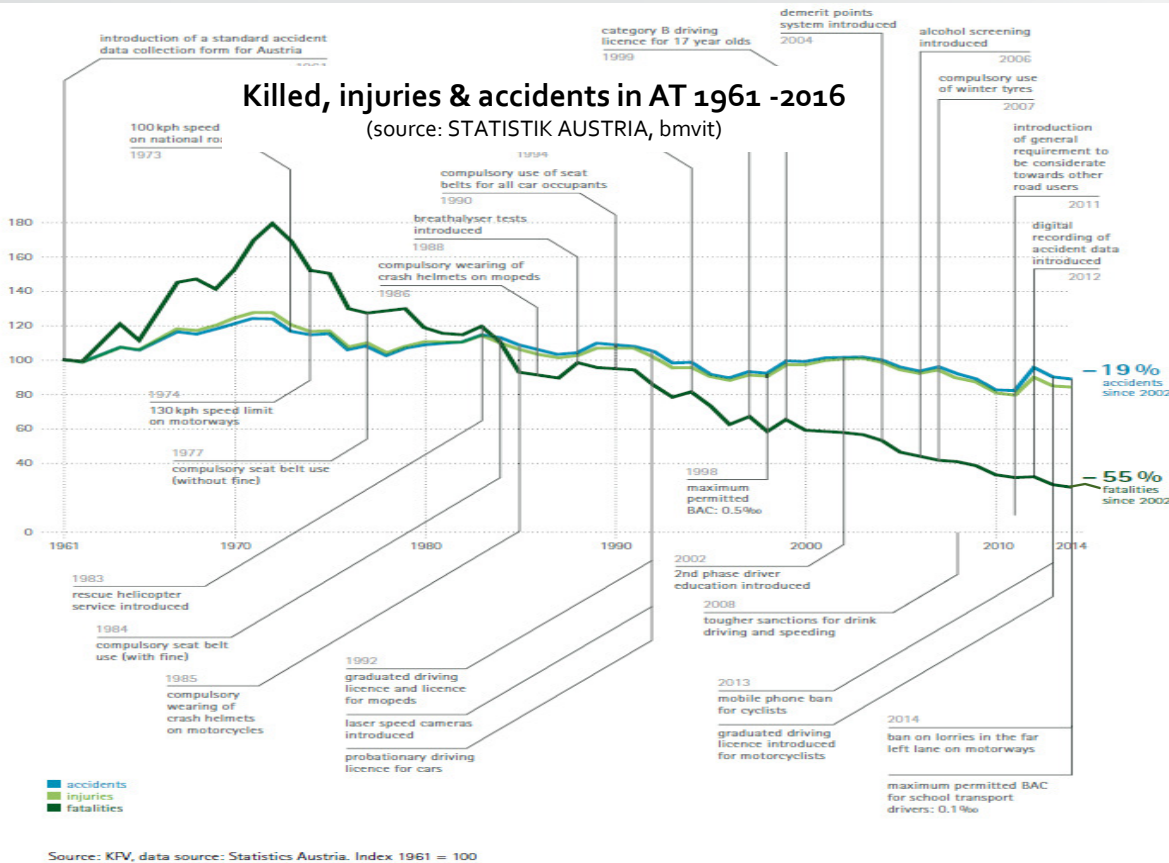
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Road safety development – and state of play in the EU

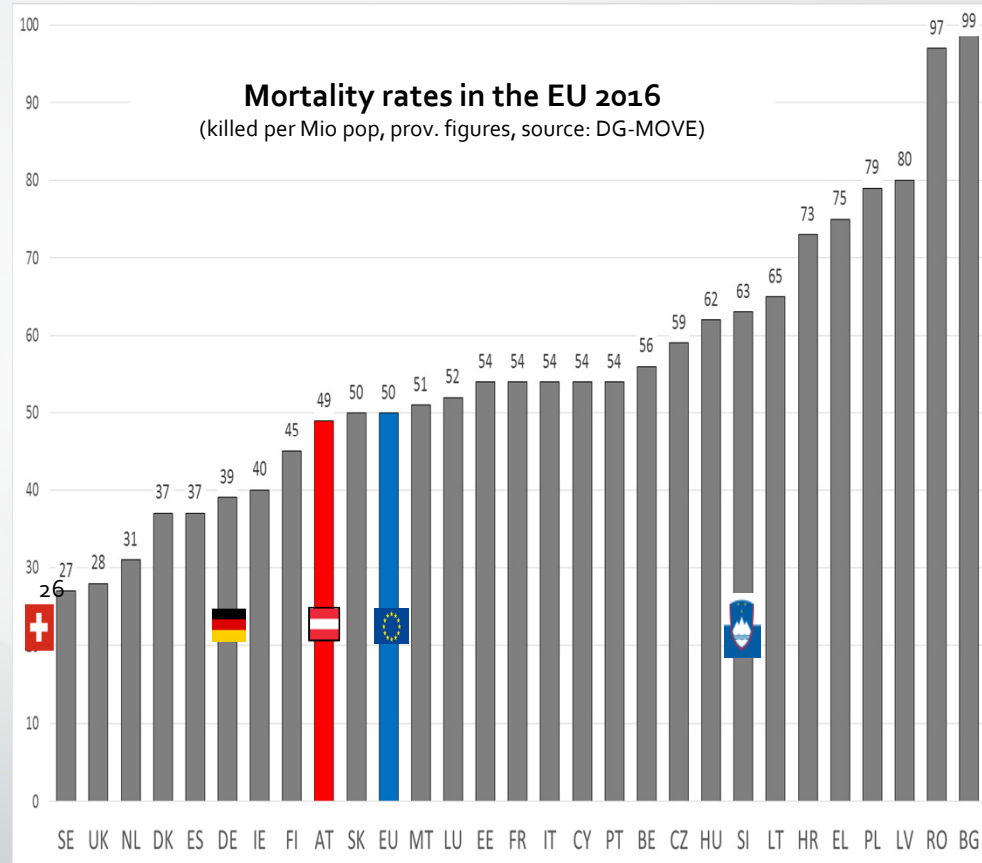
Killed, injuries & accidents in AT 1961 -2016

(source: STATISTIK AUSTRIA, bmvt)



Mortality rates in the EU 2016

(killed per Mio pop, prov. figures, source: DG-MOVE)



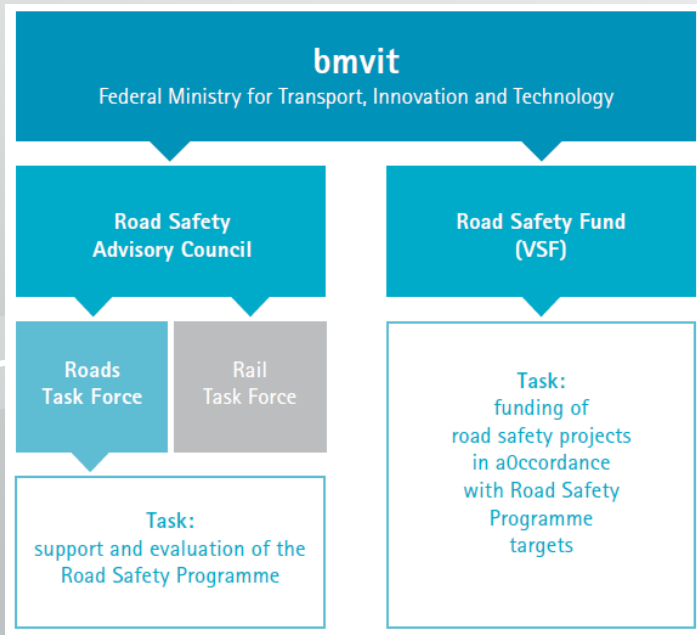
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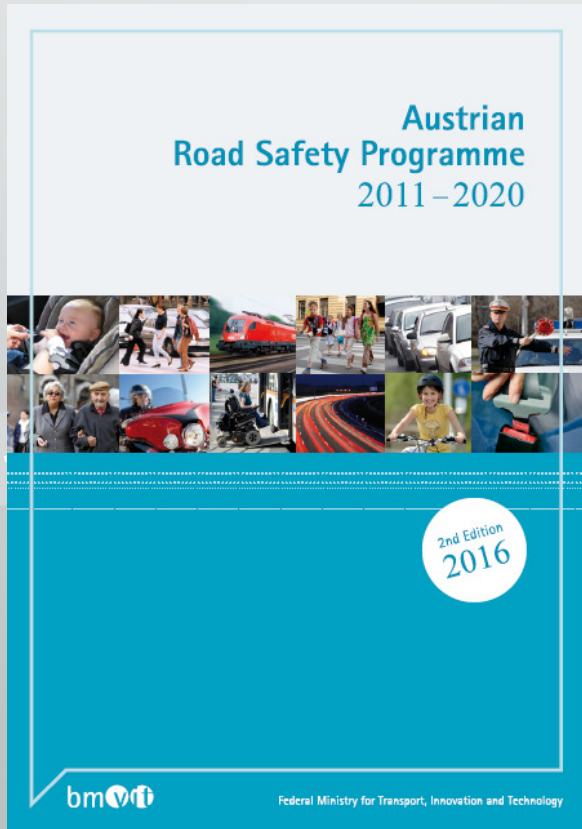
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Institutional organisation of road safety work in Austria



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The Austrian Road Safety Programme 2011-2020



50% fewer traffic fatalities by 2020
(Based on an average for the years 2008 – 2010)

Interim target: 25% fewer by 2015

-23% achieved by 31.12.2015

According to provisional figures released by the Federal Ministry of the Interior (B.M.I.), the number of fatalities on Austria's roads increased by 10.5% from 2014 to 2015. With 479 fatalities recorded, the interim target for 2015 of 466 traffic fatalities was thus narrowly missed.²

40% fewer serious injuries by 2020
(Based on an average for the years 2008 – 2010)

Interim target: 20% fewer by 2015

-16%³ achieved by 31.12.2015

The number of serious injuries on Austria's roads only dropped by around 20% in the period from 2002 to 2009, i.e. notably less than the 35% reduction achieved in fatalities. Austria has therefore set itself the target of reducing the number of people who suffer a potentially permanent disability in road accidents.

20% fewer injury accidents by 2020
(Based on an average for the years 2008 – 2010)

Interim target: 10% fewer by 2015

-7%³ achieved by 31.12.2015

The number of injury accidents only dropped by 12% in the period from 2002 to 2009, although the target reduction was 20%. Continued priority will therefore be given to accident prevention.

- 17 fields of action
- Hundreds of measures
- Each listed with key players
- **Safe System** as basic philosophy

| | |
|---------------|---|
| Orange square | Measure to avoid accidents |
| Green square | Measure to reduce the consequences of accidents |
| Grey square | Measure as basis for further measures |
| Blue square | Lobbying at EU level |

| | | |
|------|---------------|-----------|
| ●○○○ | Start package | 2011 |
| ○●○○ | Short term | 2012–2014 |
| ○○●○ | Medium term | 2015–2017 |
| ○○○● | Long term | 2018–2020 |

| | |
|---|---|
| ✓ | Measure completed |
| 🚧 | Ongoing measure |
| * | Measure to be implemented between 2016 and 2020 |

https://www.bmvit.gv.at/en/service/publications/transport/downloads/rsp2020_2016.pdf



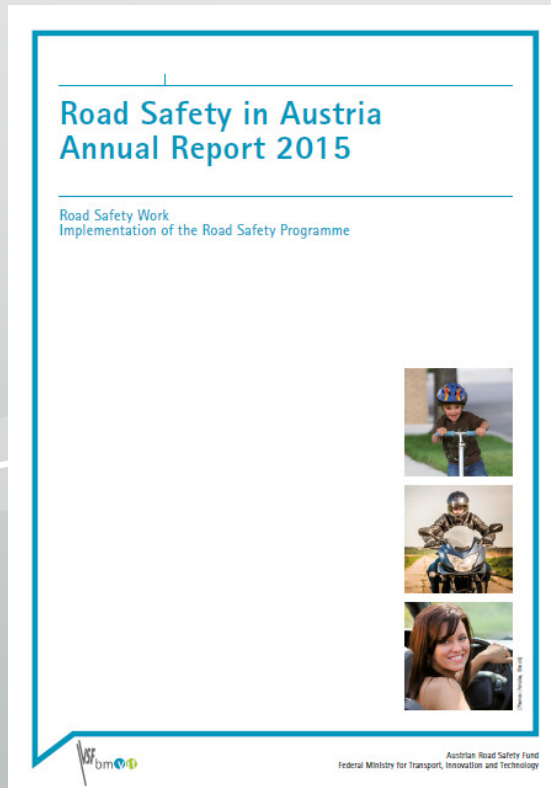
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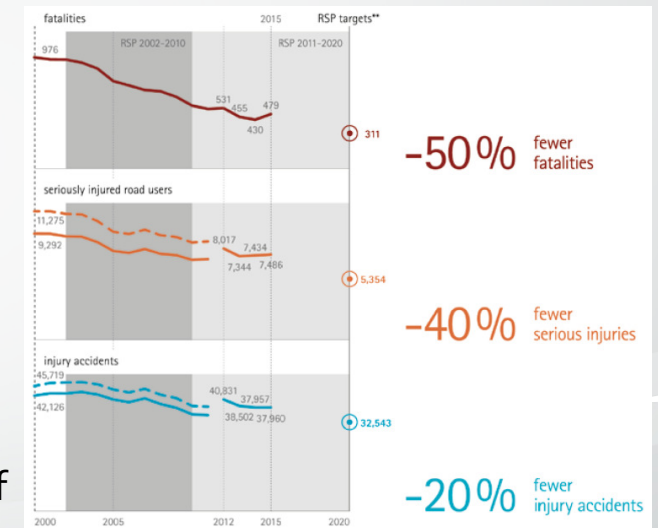
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Road Safety in Austria – Annual Reports



- All relevant activities of in a specific year at national & regional level, e.g.
 - Public relations activities
 - Campaigns
 - Events
 - Legal changes
- Measures & studies funded by the Austrian Road Safety Fund
- Monitoring tool for the Austrian Road Safety Programme, implementations of measures in the 17 fields of action



https://www.bmvit.gv.at/en/service/publications/transport/downloads/roadsafety_report2015.pdf



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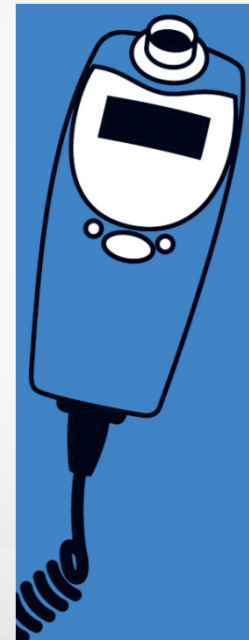
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Alcohol Interlocks

- Official scientific pilot starting Sep 2017 (5 years) – after several KfV-driven small scale pilots since 2011
- Drivers with a licence withdrawal > 4 months entitled to take part (voluntary)
 - Withdrawal period halved
 - Duration of interlock period is half the withdrawal period (minimum 6 months)
 - Mentoring talk every 2 months (including data readout)
 - In case of infringements: exclusion from the programme
 - Code 69 in the driving licence
 - Management via contracted institute (currently tendered)



Distraction Workshops of KfV

- Since April 2016
- Started in schools, age group 15-19, 2 hours
- >500 workshops organised, good feedback!
 - Videos
 - Games
 - Group work
 - Discussion
- Now also for enterprises (will be offered by KfV jointly with AUVA)



KfV Eine Initiative des KfV

LENK DICH NICHT AB!
Durch telefonieren, Nachrichten schreiben oder Internet surfen.
Richte deine volle Aufmerksamkeit auf den Verkehr, damit du immer richtig reagieren kannst! Dein Handy verbindet dich mit der ganzen Welt, aber die Welt um dich herum verschimmt.

REFLEKTIERE DEINE SITUATION!
Musik lenkt ab.
Wenn deine Ohren beschäftigt sind, musst du noch konzentrierter deine Umgebung beobachten, allerdings hat auch dein Gehirn Grenzen!

ACHTE AUF ANDERE!
Im Verkehr bist du nicht alleine.
Auch deine Mitmenschen im Straßenverkehr sind abgelenkt und machen Fehler. Um dich herum passiert viel...
...rechne immer mit Überraschungen!

www.ab-gelenkt.at

KfV
EUROPA 2016



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Campaign on adequate speed choice

- Launched in 2016 by bmvit, continued into 2017
- All media, incl. social
- First Austrian campaign based on CAST approach (evaluation: KFV)
- Choice of topic & target group (male 30-45) based on accident statistics
- Theory of planned behaviour
- Pre-test: behavioural change likely (self & others)
- Evaluation: 3 online surveys (before 10/2016, after I (May/June 2017), after II (3-6 months later))
- Expected impact:
 - Increased perceived behavioural control
 - Maybe change in attitude?
- <https://infothek.bmvit.gv.at/verkehrssicherheit-tempo-anpassen/>



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Driving Licence on Probation (since 1992)

- First three years after receiving a driving licence
- Tightened max. BAC level of 0.1 (normally: 0.5)
- Drink driving or another severe offence
 - red light running
 - +21km/h in urban areas
 - +41km/h rural
 - dangerous overtaking or breaking an overtaking restriction
 - Handheld mobile phone use, ...
 - **Driver Improvement Course** (group discussions led by a traffic psychologist)
 - **Prolongation of probational period by 1 year**
- The measures is believed to reduce accidents of drivers aged 18-24 by 30%.



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L17 Accompanied Driving Education (since 1999)

- Education starts not earlier than 15 ½
 - Driving school (32 units theory/ 12 units practice)
 - Accompanied driving (3 x 1.000km, usually with a family member)
 - Accompanying education / feedback in driving school
 - Solo driving from age 17
-
- The measures saves 15% of accidents of drivers aged 17-19, as increased driving practice during education reduces accidents.



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2nd Phase Education (since 2003)

Within the first year after obtaining a licence:

- 1st **feedback drive** in real traffic with trainer
- Technical **track training**
- **Psychological group discussion**
- 2nd **feedback drive** in real traffic

Results:

- Entrance **risk** significantly **lower**
- Especially for young **male** drivers
- Reduced accidents by around 30% for beginner drivers in their first three years
- **34% reduction in single vehicle accidents**



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Close-To Peer Education Approach (since 2008)

- Trainers and pupils are of **same age group**
- **Traffic offender** tells about a self-caused severe accident and the legal, economic and social consequences
- In **driving schools** (predominantly)
- **Re-socialising** impact for the offender
- **Preventive effect** for the whole group (?)



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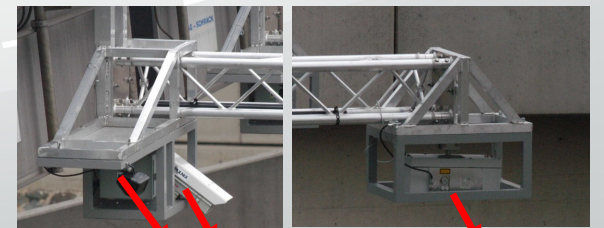
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Section Control (Average Speed Control)

- Since **2003** on the motorway network
 - Fixed units: **tunnels** and '**alpine**' sections (2016: 5; lengths 2.3 – 10.3 kms)
 - Mobile units in **work zones** (2015: 5; lengths up to 10 kms)
- Since **2012** first fixed unit on a rural road
 - B37 in Lower Austria, 4.5 kms
- Results of KfV evaluation 2016: Both national and international experience show **positive impact**
 - On **accidents**: especially: reduction of severe accidents (KSI)
 - On **speeds**:
 - Reduction of mean speed and v85,
 - Reduction of speed variance (i.e. harmonization of driving speeds)
 - Less excessive speeding (both in numbers and extent)
- KfV request: Deployment on the secondary network: High risk sites & sections!



FlashCamera

Laser detector



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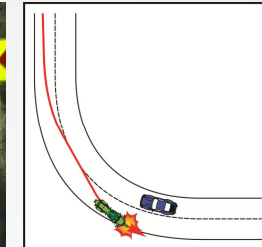
Low-cost measure to avoid motorcycle accidents

- Trajectory choice in left hand curves problematic
→ Run-of-the road and head-on collisions
- KfV tested two kinds of **additional road markings** on killer routes in 3 provinces (7 curves)

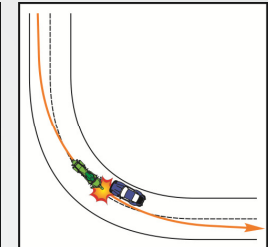


Results:

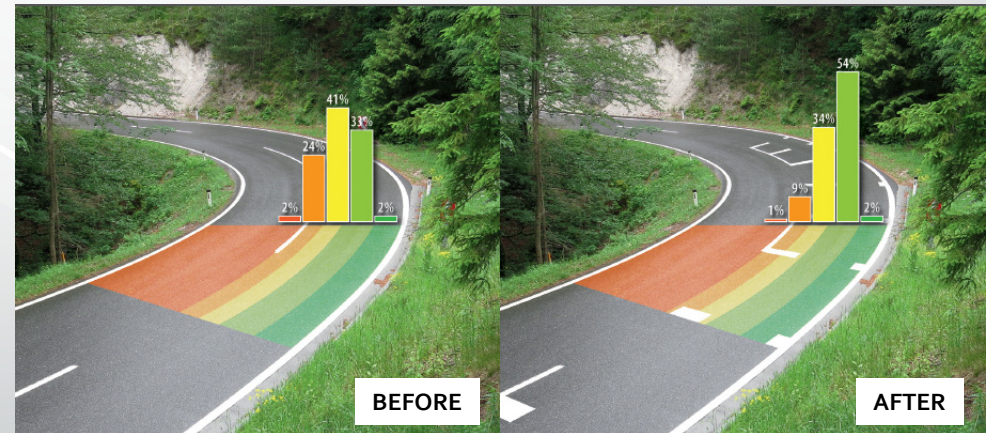
- Both markings significantly increase safe trajectory choice
- Good acceptance by motorcyclists!
- Measure should be focussed on problematic left-hand curves to avoid familiarisation effects



Run-off



Head-on



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Encounter Zones (the Austrian response to Shared Space)

- 20 (30) km/h limit
- pedestrians may use whole road
- cycling in both directions
- parking only on marked spaces
- no playing or roller skating
- For a wealth of examples, pictures & videos from implementations across Austria see:
http://www.begegnungszonen.or.at/bezo.php?sort=Gemeinde_ASC



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Mariahilfer Straße, Vienna: 1.8km of encounter zone + pedestrianisation + encounter zone

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