**Malopolska Road Safety Council**

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|  | Pillar | Road safety management | Safe roads | Safe vehicles | Safe speeds | Save road behaviour | Post -crash care |
| Key component |  |
| Institutional framework; prevent system defect | **Emerging** | **Mature** | Not applied | **Emerging** | **Advanced** | **Emerging** |
| Shared responsibility; prevent blaming the victim | **Mature** | **Mature** | Not applied | **Emerging** |  **Advanced** |  **Advanced** |
| Strengthening all partsPrevent isolated measures | **Advanced** | **Advanced** |
| Prevent errorsSimplify road user tasks | **Mature** | **Mature** | Not applied | **Emerging** | **Advanced** | **Not applied** |
| Prevent large forcesCrashes shouldn’t be fatal |  **Advanced** | **Advanced** | Not applied |  **Emerging** | **Emerging** | **Not applied** |

**ROAD SAFETY MANAGEMENT: the system applied**

**Institutional framework: Emerging.** Małopolska Road Safety Council was formed from the initiative of Vice-Marshall, Łukasz Smółka. In case of Malopolska region, a significant decision was made at the end of 2018. The decision of Vice-Marshall Łukasz Smółka was to **activate the Malopolska regional council and transform it from advice unit**, **into active unit that would react to main problems and implement road safety programs**. The idea was to give to the council more role in **decision-making process within road safety in Malopolska**. Having that in mind, after forming the local team dedicated to road safety, a common budget was created to cover the basic needs of the council: prevention activities of the members and common joined activities controlled and organized by one of the leaders of the council. This would give the members the possibility to lead prevention in their surroundings, but also to unite projects under one voice and leadership, giving them more strength and influence on the implementation. None of this would be possible without nor political will, nor shared responsibility. The Regional Malopolska Council, composed of 30 organizations and institutions (official institutions and non-profit organizations, media) has been settled for new.

**Shared Responsibility: Mature.** The Regional Malopolska Council has been composed of 30 very different organizations and institutions: official institutions, non-profit organizations, media, emergency services, police, firefighters, management road institutions, at different local levels, while resting upon accountability mechanisms.

**Strengthening all parts: Advanced.** The realization of the project required coordinated interventions and continuous transfer knowledge. In order to implement it, the council was having continuous contact and each 2-3 months official meetings and follow-ups from realization.

**Prevent errors: Mature.** Whole process has been carefully planned with clear strategy to follow. From the beginning it was clear, that any actions that would be planned, shall be based on facts, statistics, scientific data and a solid base of identification of real problem. On base of this a detailed plan was formed, mechanism of funding and cooperation.

**Prevent large forces: Advanced.** Evaluation of the applied standards is effectuated during all the program. A programmatic approach is taken towards rehabilitation: both physical and psychological aspects.

**SAFE ROADS: illumination of pedestrian crossings**

**Institutional framework: Mature**. Deep study of the pedestrian crossing problem, application of the solution taking into consideration all system and all road users – visibility and safety research from different perspectives.

**Shared responsibility: Mature.** The responsibilities of the illumination part – science, evaluation, implementation, financing are strictly divided between the members, but also the information and communication of the process is clear and frequent. All levels of actions and sectors are aligned and connected.

**Strengthening all parts: Advanced.** The mechanism of cooperation between all institutions and members are very well organized and centralized, although still not approached enough with safety culture manuals.

**Prevent errors: Mature.** All the pedestrian crossings in the region have been checked.The control allowed to diagnose irregularities in infrastructure in the most dangerous places for pedestrians. What was checked was: illumination - if existed, if wrong illumination was applied, road safety facilities, but also necessity of existence of pedestrian crossings (some of them were unnecessary, not in use). In 2017, after second verification, the problem appeared to be bigger and the number of irregularities increased. The new illumination was applied according to the needs. The design was upgraded and the new installations were set-up according to new safe system principles. The same with new pedestrian crossings – new systems were applied.

**Prevent large forces: Advanced.** Designing the illumination, each crossing was analyzed with different perspectives, taking into consideration the mistakes people make. In many cases some additional barriers were applied and speed reduction measures as well. Still many of these crossings need additional safety measures but this requires additional funding.

**SAFE SPEEDS: lowering the speed limits in Małopolska**

**Institutional framework: Emerging.** In 2020 , the members of the Council, following the strategy of the “Safe pedestrian: common responsibility” project, implemented in whole region the reduction of speed limits before all pedestrian crossings on 2 types of roads: regional and national to max. 50 km/h. This implementation was aimed at minimalization of possible risks and crash consequences in the area of pedestrian crossings. The above has been implemented in whole Malopolska. Nevertheless no additional speed zones nor additional regulations still hasn’t been applied.

**Shared responsibility: Emerging.** All partners agreed that road safety in Malopolska need visible speed limits and the speed limits shall continue to lower. The limits has been lowered and the supervision of the police enforced – additional groups of Police called “Speed” dedicated to monitor if the speed limits were applied.

**Prevent errors: Emerging.** Speed limits are clear and unified although the justice system is still failing in the inevitability of punishment. Speed limits are communicated in a simple and clear way.

**Prevent large forces: Emerging.** The speed limits were introduced within the program on 2 types of roads: regional and national to max. 50 km/h before all pedestrian crossings and there is an ambition to continue lowering speed limits especially on urban areas. The limits are adapted to different types of vehicles.

**SAFE ROAD BEHAVIOUR: education on pedestrian safety**

**Institutional framework: Advanced**. The council has created a set of prevention programs implemented in whole region for all types of road users. For the purpose of “Safe pedestrian: common responsibility” project, new additional programs and trainings were created with special focus on pedestrian crossings and safety of pedestrians.

a) Odblaskowa Szkoła (Reflective School),aimed at students from the region – Malopolska Police Regional Quarters as main organizer (Malopolska Council member). Educational project for all primary schools in Malopolska region, leaded in cooperation with Board of Education of the region and other members as partners. It consists mainly on pedestrians’ safety and is addressed to all families. The participants must involve all local society to pedestrian safety starting from providing reflection materials for children, to local events and initiatives as debates, press interviews on safety, painting, knowledge contests and meeting with Seniors to join common road safety goal. Each year approximately 400 schools from Malopolska region take part in the initiative and more than 60.000 reflective materials are spread.

b) Zapnij Pasy – program in Radio Krakow, Radiostrada, dedicated to road safety. Each year minimum 50 editions of 2 hour long program are created together with Malopolska Road Safety Council that shapes the importance of pedestrian road safety themes. During 2019 and 2020 more than 100 programs were prepared and aimed at auditors of Malopolska.

 c) “Jedź bezpiecznie” - road safety tv program in regional TVP Krakow tv (long-term continuous project). Each year minimum 50 editions of 15 minute long program leaded by a top road safety expert are realized and organized by Malopolska Road Safety Council. The programs are showing practical examples from roads of Malopolska of positive and negative behaviours both drivers and pedestrians. The majority of the episodes stress the pedestrian safety problem.

 d) Road Show – program based on “peer-to-peer” education methodology, aimed at teenagers who meet directly police, firefighters, doctors, road traffic victims and families of mortal traffic victims who share their experience to prevent and avoid future crashes. The program was focused on pedestrian safety and case studies of pedestrian crashes and gathered in 2019 and 2020 almost 2000 teenagers from Malopolska.

e) “To see and to be seen”- animation annual contest aimed at student of primary and secondary schools in Malopolska, theme: pedestrians. Each year more than 100 animations on pedestrian road safety are presented from the region for the finals.

 f) Economic Forum 2019 and 2020- representatives of Malopolska Regional Council with the Marshal of the region, stressing on national and international audience the importance of proper infrastructure of pedestrian crossings, illumination and safety of pedestrians, prevention and post-crash response.

**Shared responsibility: Advanced.** All the partners, all the members of the council recognize the value of education in road safety system. The council understands that human errors occur, but at the same time we have to do everything what needed to avoid them: in infrastructure, education, legislation, enforcement areas.

**Prevent errors: Advanced.** National road safety education starts in primary schools but it does not contain continuous program through all primary school. It contains areas of road safety in different subjects at different ages and also contains training system for bicycles and e-scooter users. Members of the council have created also educational materials for primary schools, in cooperation with educational unit of the region – applied in all region.

**Prevent large forces: Emerging.** Continuous awareness campaigns are being implemented on negative consequences of speeding, not adjusting the speed to weather conditions, with special focus on pedestrians crossings. Still missing laws to wear protective equipments / clothes for PTW occupants.

**POST-CRASH CARE: post crash response in Zabawa**

**Institutional framework: Emerging.** Rather basic trauma care that shall be improved in whole country. Nevertheless in Małopolska the council has improved the situation of the victims and families, providing additional post-crash care.

Thanks to the cooperation with National Road Safety Council and Malopolska Road Safety Council, since 2018, the region has managed to strengthen and implement one, common national celebration of World Day of Remembrance in Zabawa near Tarnów. The celebrations are now officially nationally celebrated in Malopolska in cooperation with FEVR, focusing on the importance of post- crash response.

The support of Malopolska Council and its members within “Safe Pedestrian: common responsibility” project – post -crash response pillar, included also economical help in these years (2018-2020) to broaden the number of workshops / psychological help for the victims and families.

Both of these two actions within the project: symbolic support as unification of celebrations of World Day of Remembrance and strengthening the importance of post-crash response, as well as financing support of psychological help have had a significant impact not only on all the project, but also nation wide proving that post -crash response in Poland is a very neglected area and there is an enormous will and expectations from the part of victims and families, society expectations to fulfill and respond in the near future.

**Shared responsibility: Advanced.** National emergency number, very well communications in the region between all entities responsible for post-crash response (also members of road safety council).

**Prevent errors: not applied**

**Prevent large forces: not applied**