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EuroS@P
EUROPEAN ROAD SAFETY PARTNERSHIP

WP4. Teaching materials development related to Pedestrian Crossing Safety Management

IO.11 - Practical implementation of PCSI on the selected pedestrian crossings in Poland

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1 ABOUT THE EUROS@P PROJECT

The main objective of the EuroS@P project is to promote the best education solutions in the area of RISM directive, with an increase of awareness and knowledge of road safety, by:

- 1) Developing an e-learning platform with access to project products,
- 2) The development of teaching and training materials dedicated to conducting classes at universities and training courses for RISM staff,
- 3) Raising competencies and skills in RISM, by changing curricula at universities and equipping students and staff with didactic materials based on innovative RISM methods and tools,
- 4) Creating the foundations for Road Safety Professional Certification (RSP),
- 5) The development of a lasting relationship and the continuation of active international cooperation between project partners with the possibility of its extension to other institutions.

The EuroS@P project targets the following groups:

- 1) Students, researchers, and academic teachers at universities.
- 2) Road authority staff at national, regional and local levels.
- 3) Experts, specialists, and practitioners involved in RS activities, including staff who conduct training in various RS courses.
- 4) All users of road infrastructure, as an indirect target group, for whom the risk of road accidents will ultimately be reduced by increasing the effectiveness and efficiency of RISM activities.

The project is also supported by a group of associates who will cooperate with project partners to consult and evaluate the results. They will implement final products and promote the dissemination and accessibility of the project results.

ABOUT OUTPUT IO.11

- **Objective:** Practical implementation of PCSI on the selected pedestrian crossings in Poland
- **Work package:** The task falls under WP4 Teaching materials development related to Pedestrian Crossing Safety Management.
- **Target Groups:**
 - Research staff (road safety auditors and inspectors) from institutions involved in the project.
 - Specialists working on road safety issues at the regional, national and international levels.

2 INTRODUCTION

In the Intellectual Output 11, the PCSI methodology developed in the project was tested in different locations in Poland. The main objectives of the Intellectual Output were:

- Adapt the methodology where necessary
- Present the methodology to gain insights about the applicability of the methodology in Poland

Timeline. The task was carried out during the period V2021 – V2022 but the work can be divided into basically 3 stages:

May-October 2021	Preparation of materials from the targeted inspection in order to present it to foreign partners. Preparation of predefined materials for testing the method in the field.
04-10 October 2021	Didactic workshop in Poland, Gdańsk,
November 2021 – May 2022	Elaboration of the results of the targeted inspection by the partners together with the conclusions

3 ACTIVITIES CARRIED OUT

3.1 Preparation of materials

In order to test the PCSI method by partners from Germany, Italy and Croatia, the preparation of the materials used was started. The first stage was the preparation of appropriate presentations presenting the procedure for conducting a safety assessment in the area of a pedestrian crossing in real conditions.

For this purpose, pedestrian crossings on different types of roads and different types of road cross-sections were selected (Fig 1 and 2).

Then, predefined forms were prepared for selected pedestrian crossings.

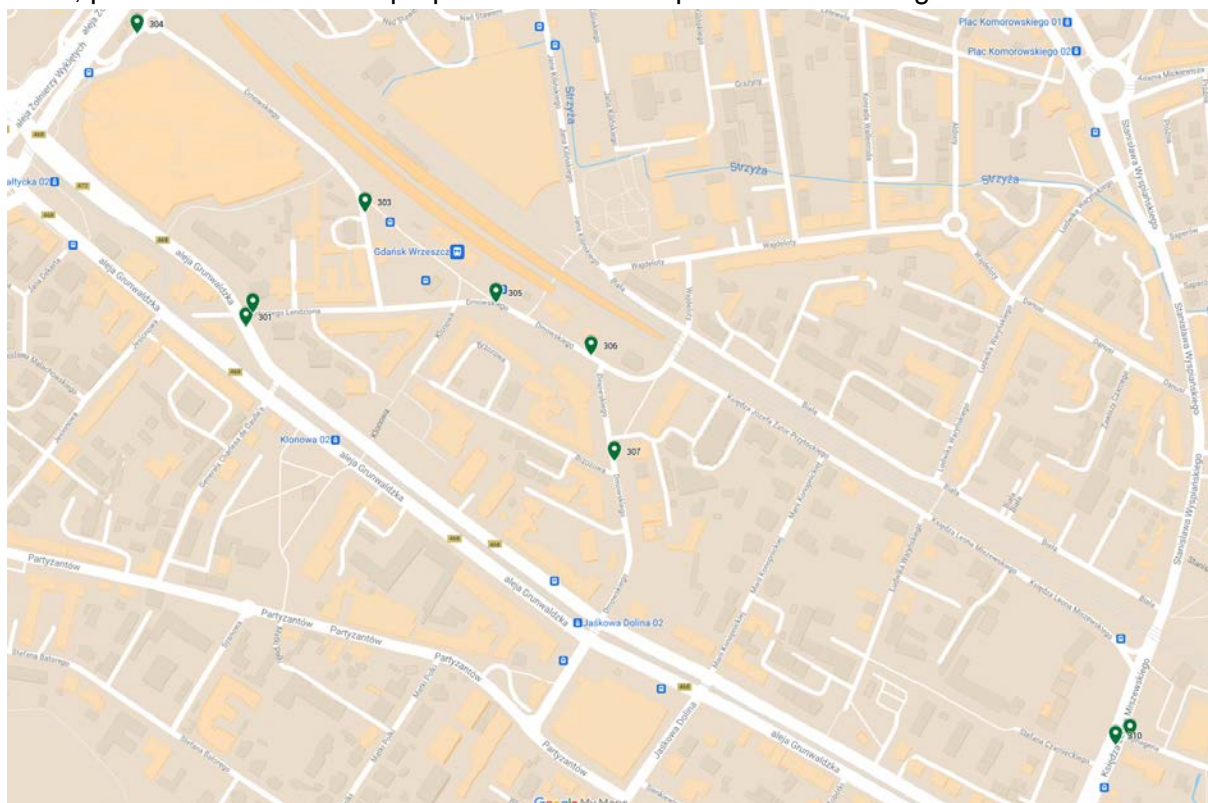


Figure 1 – Selected pedestrian crossings for the PCSI method test in Gdańsk, part 1

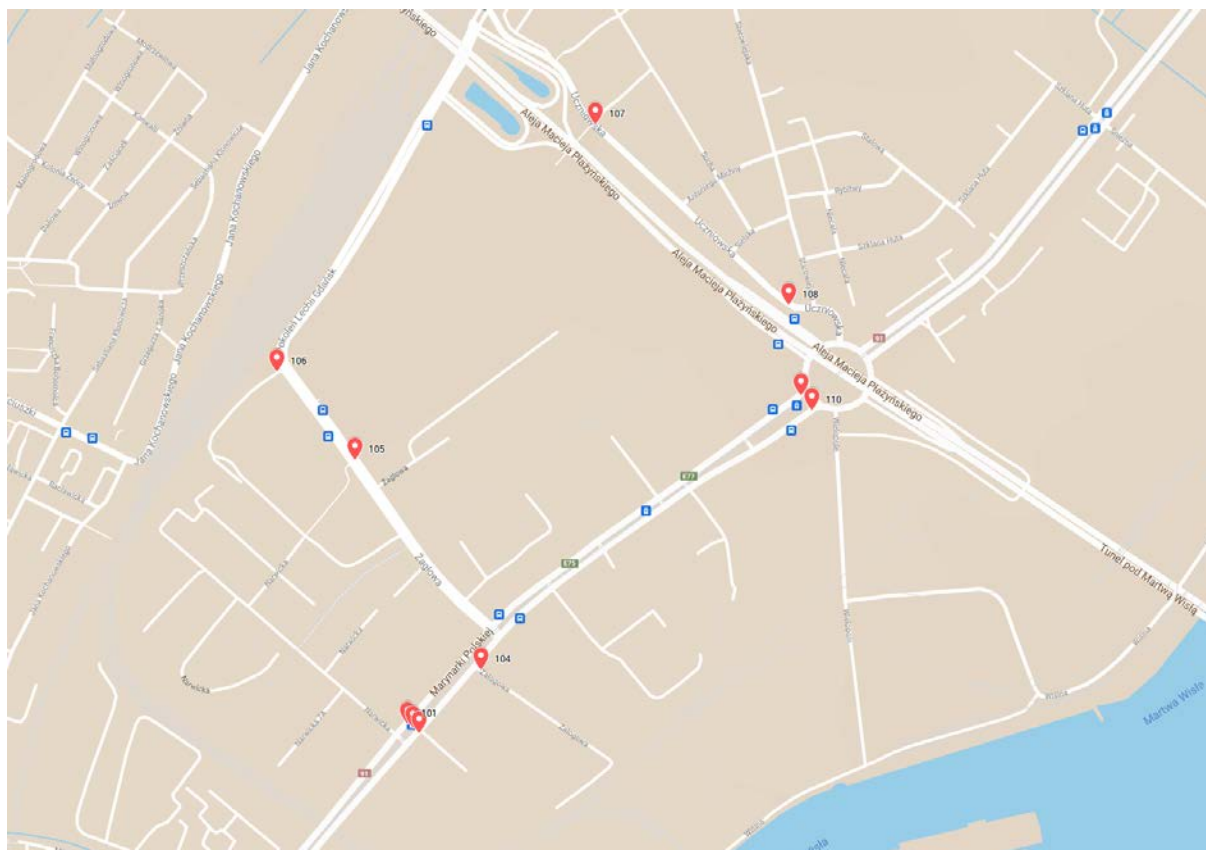


Figure 2 – Selected pedestrian crossings for the PCSI method test in Gdańsk, part 2

3.2 Test of the methodology in Poland

During the workshop in Poland, the team created the method presented the entire process of safety management at pedestrian crossings to foreign partners. They also presented the Polish experience in conducting safety inspections at pedestrian crossings without traffic lights in Warsaw.

A key element was training in conducting field inspections, as in the next stage partners from Italy, Germany and Croatia had the opportunity to carry out field inspections at selected pedestrian crossings. 20 tests were carried out with the support of Polish partners to clarify any doubts.

During the workshops, a demonstration of pedestrian crossing inspection at night was also organized, presenting the rules, measurements, lighting intensity at pedestrian crossings and their interpretation.



Figure 3 - Workshop on the PCSI methodology (daily) during the didactic workshop in Gdańsk, October 2021



Figure 4 - Workshop on the PCSI methodology (daily) during the didactic workshop in Gdańsk, October 2021

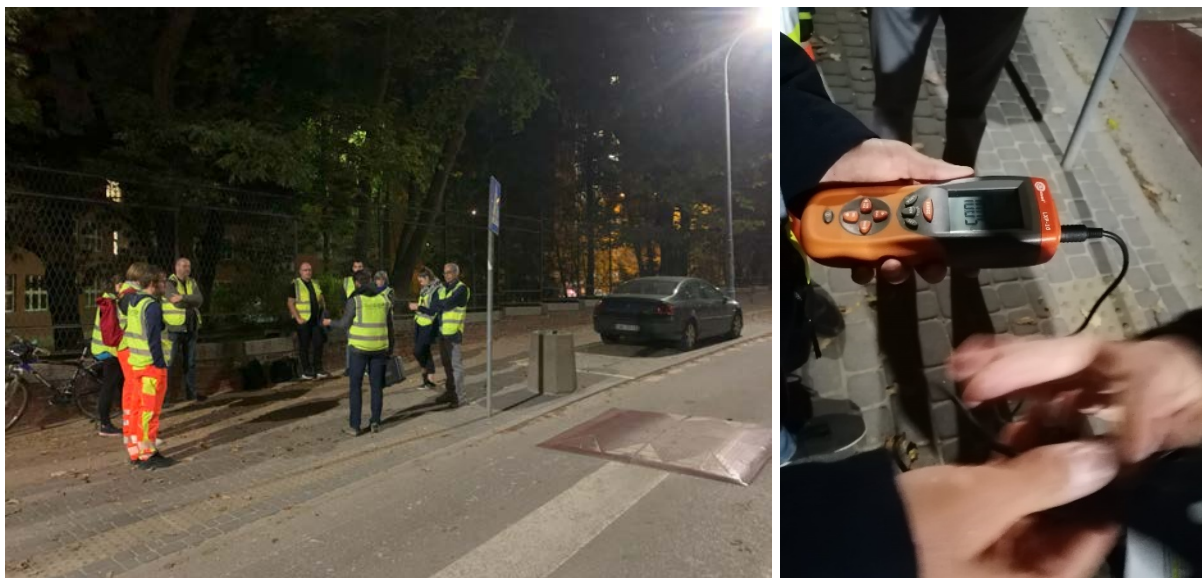


Figure 5 - Workshop on the PCSI methodology (nightly) during the didactic workshop in Gdańsk, October 2021

3.3 Results of the targeted inspection by the partners together with the conclusions

After the visit to Poland, the foreign partners carried out the final stage of inspections at pedestrian crossings, where they carried out the observation and measurement process. Upon their return to their home countries, they completed the inspection procedure by completing the forms and opinions and forwarding the results of these inspections, together with their conclusions and suggestions, to the authors of the methodology.

4 OUTCOME AND OUTLOOK

The result of the work of IO 11 was the preparation of materials and the presentation of the Polish methodology for conducting traffic safety inspections at pedestrian crossings without traffic lights. Polish experience in the use of this method is also presented. Field tests were carried out and foreign partners had the opportunity to test the theory presented to them during the workshop in real conditions. The result of these tests and trials are opinions on the evaluation of the method and the possibilities of its application in the partner countries. All this is an object to be used in the creation of didactic mattresses.

The applications submitted are:

- the method has received a positive opinion and acceptance of its assumptions,
- The method is comprehensive and considers a lot of aspects,
- This method, due to different traffic regulations and different signs and markings, requires slight adaptations for use in different countries,
- The advantage of the method is the use of multiple evaluation criteria and predefined types of problems,
- The shortcoming of the method is the subjectivity of the final assessment, which requires training of the inspectors.