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WP4. Teaching materials development related to Pedestrian Crossing Safety Management

IO.12 - Practical implementation of PCSI on the selected pedestrian crossings in Germany

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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.12

- **Objective:** Practical implementation of PCSI on the selected pedestrian crossings in Germany
- **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.







EuroS@P

2 INTRODUCTION

In the Intellectual Output 12, the PCSI methodology developed in the project was tested in different locations in Germany. The main objectives of the Intellectual Output were:

- Adapt the methodology where necessary
- Test the methodology to gain insights about the applicability of the methodology in Germany

Timeline. The task was carried out during the period XII2021 – VIII2023:

December 2021	Internal Workshop to familiarise the staff with the methodology
	First test inspections in Weimar, Germany
January 2022	Adjustment of the PCSI card to the German traffic code
March-April 2022	Training of student assistants in the methodology
May 2022 – August 2022	Inspections in Erfurt, Germany and Weimar, Germany
September 2022	Demonstration of methodology at the Universitätstagung 2022
January 2023	Didactic Workshop in Weimar and Erfurt, Presentation and
	discussion of the results of the IO.12 so far
August 2023	Additional inspections in Erfurt, Germany.









3 ACTIVITIES CARRIED OUT

3.1 Adaptation of the Methodology

The PCSI was initially developed for Poland. While the traffic regulations are not to different between the countries, still an adaptation was necessary. This included the differences in the traffic signs and markings present in the countries. Additionally, the PCSI card was checked against the deficit lists for Road Safety Audits published by the German Highway Research Institute (Bundesanstalt für Straßenwesen – BASt) [1]. This led to the addition of three additional Elements to the card:

- Insufficient waiting areas
- Location outside of desire lines
- To short distance to next crossing

Furthermore, a field was added for the judgement of the speed level, where the inspectors are expected to give a 5 km/h window of the speeds present during the inspection.

3.2 Test of the methodology

The methodology was tested on more than 30 pedestrian crossings in the German Cities of Weimar and Erfurt. The filled cards from the inspections can be found in SharePoint.

Generally, pedestrian crossings in Germany scored high grades in the PCSI methodology, with final grades mostly between 3 and 4. When pedestrian crossings had deficits, they mostly were related to visibility and a lack of facilities for blind persons.



Figure 1 - Workshop on the PCSI methodology during the Universitätstagung 2022





3.3 Presentation of the methodology to a focus group

During the *Universitätstagung 2022*, a conference of the German Universities departments for transport research, a workshop presenting the methodology with around 10 participants was conducted. The PCSI methodology was perceived positive by the participants.







INTEGRATION OF THE OTHER PARTNERS IN THE IO 4

While the inspections were mostly carried out by staff of Bauhaus-Universität Weimar, the other partner provided input and were a partner in discussions regarding the adaptation of the methodology and the interpretation of the results.

As a central part of the integration of the project partners, the January 2023 Didactic Workshop took place in Weimar and Erfurt. The project staff of Bauhaus-Universität Weimar presented the work to this point and organised an excursion to four pedestrian crossings in Erfurt. At each of the pedestrian crossings, the participants looked for deficits, and the Weimar team presented their rating. While there was an overall agreement on the rating, it was found that the German team rated the crossings more positive than the other teams.



Figure 2 - Project partners during an inspection in Erfurt, Germany











5 OUTCOME AND OUTLOOK

As a result of the IO.12, the PCSI methodology is adapted and tested for the German context. With the materials ready, further training of road safety experts in the methodology is planned and will be carried out in the near future. Furthermore, the Bauhaus-Universität Weimar plans to use the methodology in their ongoing road safety activities.









6 REFERENCES

[1] https://www.bast.de/DE/Verkehrstechnik/Fachthemen/v1-sicherheitsaudit/Defizitlisten.html





