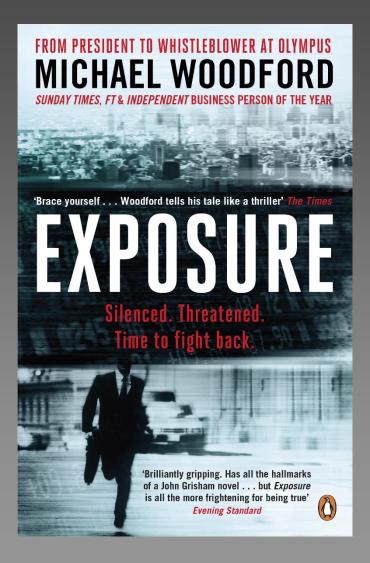


THAI SOCIETY FOR TRANSPORT AND TRAFFIC STUDIES ROAD SAFETY SEMINAR

BANGKOK, FRIDAY 17TH OCTOBER 2014

MY HISTORY





BACKGROUND TO SRF INVOLVEMENT IN THAILAND

With 26,000 traffic 'accident' deaths a year, on a per capita basis,
Thailand's roads are the second most dangerous in the world.



PRESENTATION STRUCTURE

- 1. Background to Safer Roads Foundation
- 2. Examples of SRF activities around the world
- 3. Current projects in Thailand:
 - Bangkok
 - Chiang Mai
 - Koh Samui
- 4. SRF's commitment to reducing road accident casualties in Thailand





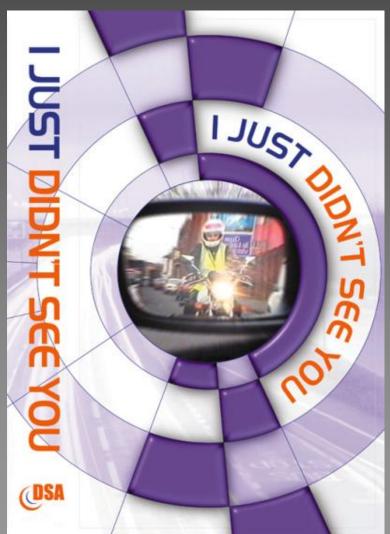
BACKGROUND - SRF

The Safer Roads Foundation is a not-for-profit organisation (registered charity) dedicated to the reduction of road casualties through:

- The implementation of engineering and other measures to improve safety at specific sites (accident 'black spots').
- Collaborating internationally with governmental, NGOs and commercial organisations in the development of design standards affecting the safety of road users globally.
- Increasing public awareness of the issues affecting safety on the roads through education and promotion, working closely with government, road safety organisations and individuals with shared objectives.



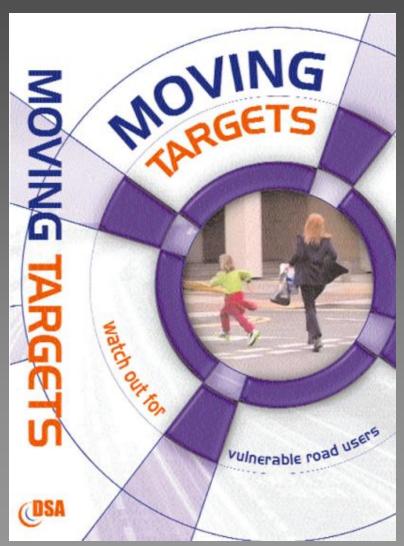
Support for Driving Standards Agency



Motor-cycle conspicuity video



Support for Driving Standards Agency



Vulnerable road-users video



Encouraging a culture of safety

EXAMPLES OF SRF ACTIVITIES AROUND THE WORLD

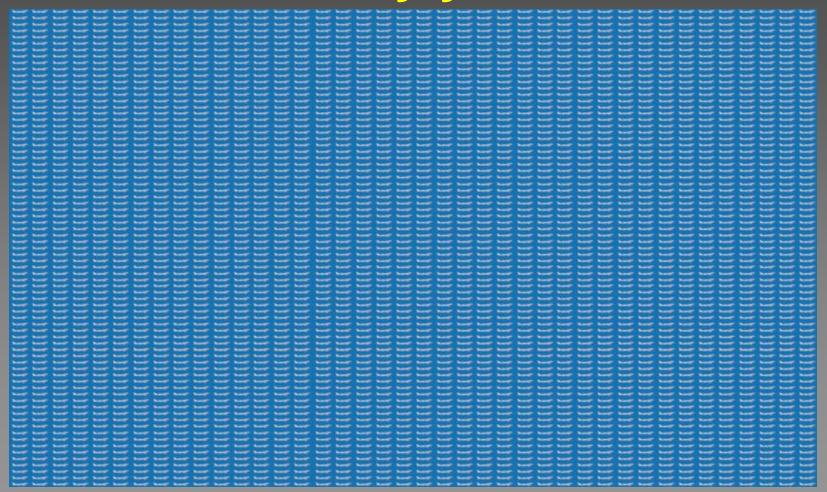


Over 30,000 road deaths in Europe every year





Worldwide 1.5 million road deaths every year





* Source: WHO

France



Notre Dame ... vehicle/pedestrian conflict



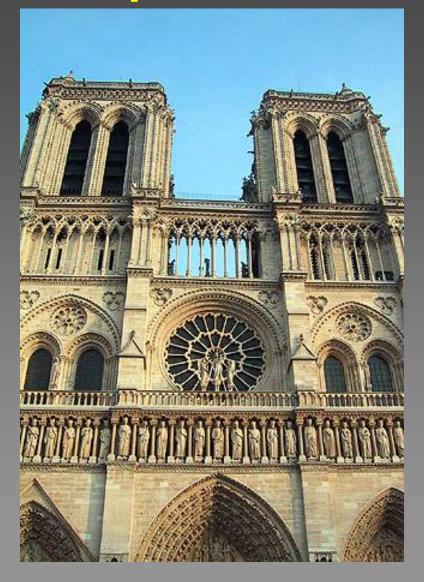


Notre Dame ... vehicle/pedestrian conflict



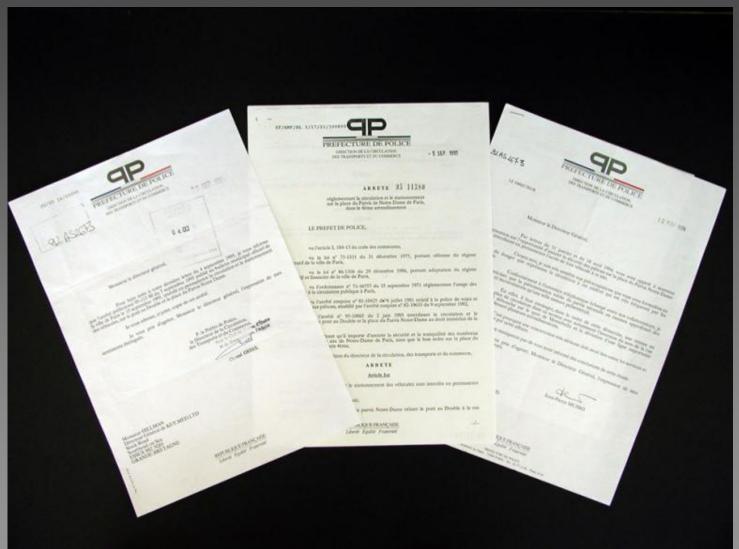


Notre Dame ... pedestrians distracted





Notre Dame ... exchange with Préfet de Police





Notre Dame ... vehicle access restricted





The Champs Élysées ... obscuration of traffic signals



The Champs Élysées ... obscuration of traffic signals





The Champs Élysées ... obscuration of traffic signals





The Champs Élysées ... pedestrians at risk





The Champs Élysées ... simulation





SPECIALLY-COMMISSIONED DOCUMENTARY PROGRAMME



The Champs Élysées ... 'After' image of tall demountable signals





The Champs Élysées ... 'After' image at Place de la Concorde





The Champs Élysées ... 'After' image at Place de la Concorde



Germany



Karlstrasse Hamburg, Germany signals obscured by trees





Karlstrasse Hamburg, Germany signals bracketed restoring visibility





Greece



Supporting the Road Safety Institute, Greece



- Staffing assistance
- Major funding of accident remedial schemes



Previous position





Simulation





NOW!





Morocco



Abderrahim Bouabid Highway, Rabat, multiple lane carriageway - one signal



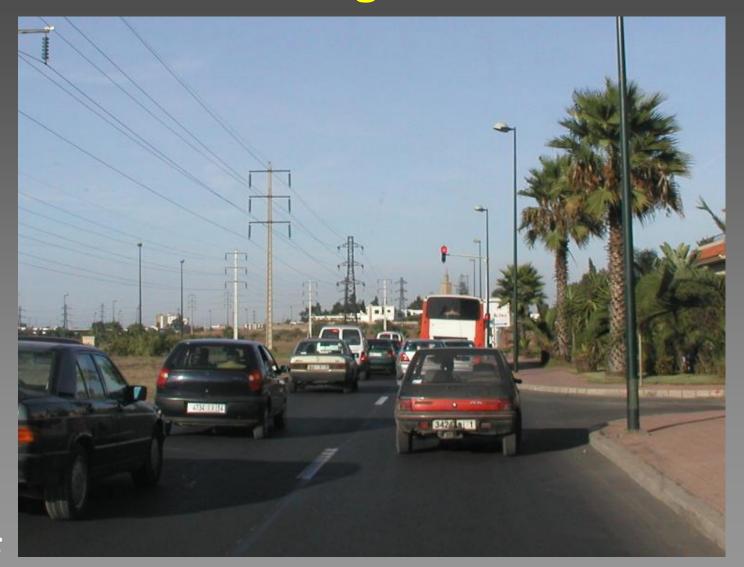


Abderrahim Bouabid Highway, Rabat, multiple lane carriageway - one signal





Abderrahim Bouabid Highway, Rabat, additional signals installed





Abderrahim Bouabid Highway, Rabat, additional signals installed





Bali



Main Nusa Dua/Denpasar Highway, Bali solitary signal obscured on the approach





Main Nusa Dua/Denpasar Highway, Bali additional signals installed





Gianyar District, (northbound), Bali dangerous junction, gyratory system





Gianyar District, (northbound), Bali installation of traffic signals





Gianyar District, (westbound), Bali without signal-control





Gianyar District, (westbound), Bali installation of traffic signals





Spain



Paseo Colon, Irùn ... solitary signal





Paseo Colon, Irùn ... solitary signal obscured





Paseo Colon, Irùn





Paseo Colon, Irùn ... signal obscured





Paseo Colon, Irùn ... simulation





Paseo Colon, Irùn ... additional overhead signals installed





Current Projects in Thailand

Bangkok Chiang Mai Koh Samui

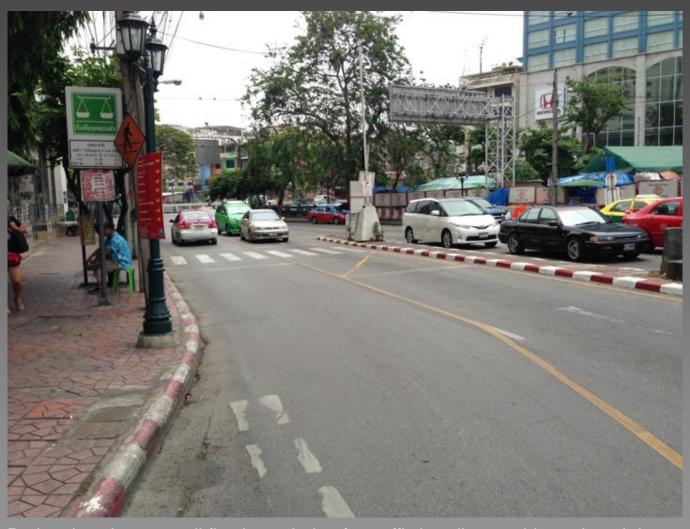


Bangkok

Thanon Mahaphruttharam at its junction with Thanon Rama IV

Pedestrians unaware of traffic flows on the multi-lane crossing





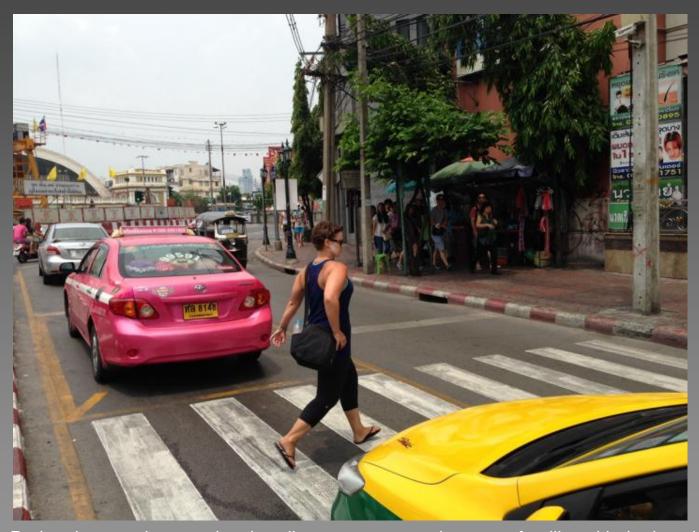
Pedestrians interpret all five lanes being for traffic heading northbound, and do not appreciate that the 5th lane, as shown above, is for vehicles travelling south (albeit as a temporary but long-term arrangement), which could so easily have catastrophic consequences.





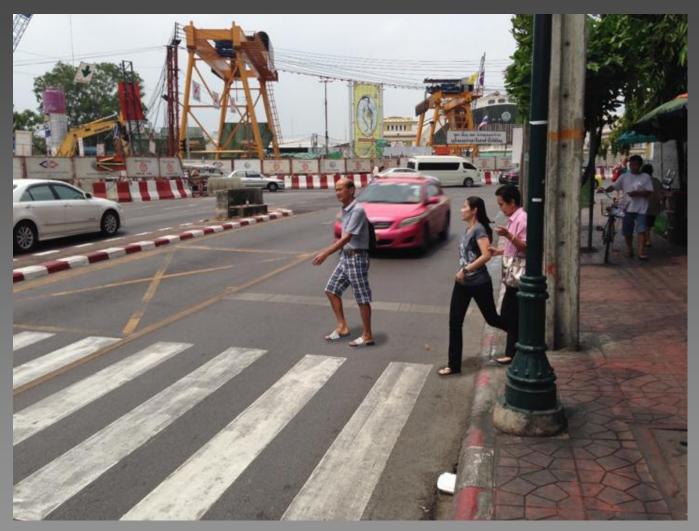
The most dangerous concern is when there are high-sided vehicles, such as coaches and lorries in lane 4, as pedestrians stepping out onto the crossing are completely unsighted to approaching drivers in lane 5, with the result that there is a real and ongoing danger of a serious vehicle/pedestrian collision.





Pedestrians on the crossing, heading west to east who are unfamiliar with the location, particularly during congested periods, presume the road to be one-way as it was originally designed, and routinely do not look to their left for oncoming traffic heading south.





A comparable danger exists for pedestrians heading east to west, where those who are clearly unfamiliar with the junction, simply do not look to their right, presuming the road to be one-way again, with potentially fatal consequences.



SRF'S PROPOSED REMEDIAL SOLUTION



The combination of white directional arrows, coning and removing the old 'STOP' line marking in lane 5, together with installing prominent vertical signing at the crossing, would make the road geography clear to both pedestrians and drivers.



ACTUAL SCHEME BEING IMPLEMENTED OVERNIGHT BY BANGKOK METROPOLITAN ADMINISTRATION (BMA)



ACTUAL SCHEME BEING IMPLEMENTED OVERNIGHT BY BANGKOK METROPOLITAN ADMINISTRATION (BMA)



Directional 'Look Left/Right' warnings for pedestrians in both Thai and English, including arrow markings.



ACTUAL SCHEME BEING IMPLEMENTED OVERNIGHT BY BANGKOK METROPOLITAN ADMINISTRATION (BMA)



Directional arrows, indicating traffic flows to drivers, employed on all lanes, with 'rumble' strips on the southbound approach indicating the need to SLOW.



AFTER



Driver's approach to crossing southbound, incorporating directional arrows and yellow lining making clear traffic flow. 'Rumble' strips emphasising the need to SLOW.



AFTER



'Look Right/Left' and arrow markings making clear to pedestrians the direction in which to look for oncoming traffic.



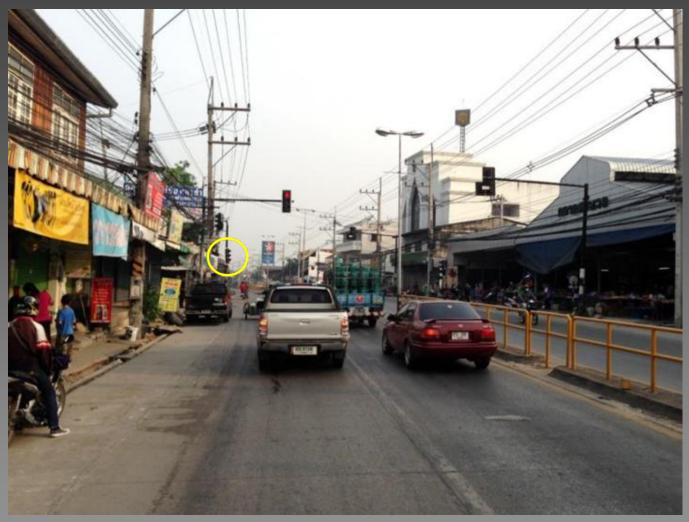
Chiang Mai

Northbound on the main Chiang Mai to Fang Road (107) at its junction with the minor road from Mae Rim to Samoeng

Inoperative and misaligned traffic signals



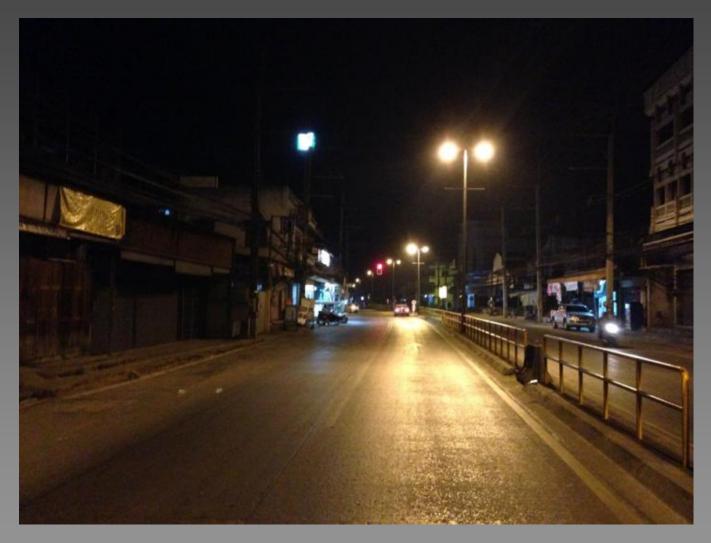
DANGER - NORTHBOUND



The danger is that at this junction when heading northbound, the pavement-mounted facing signal on the left has been knocked out of alignment and is also inoperative. With the current conditions, if the remaining single overhead signal were to fail, the junction would be completely unprotected and unfamiliar drivers would be unaware of the need to concede priority, with potentially devastating consequences.



DANGER - NORTHBOUND



The situation is most critical at night.



SIMULATION



If the overhead red aspect were to fail, as simulated above, approaching drivers heading north on the 107 would be completely unaware of vehicles crossing their path, with the need to concede priority.



AFTER





MAE RIM JUNCTION UPGRADE

Through the dialogue established, we have now agreed with the Governor of Chiang Mai and Highways District 2, to fund an upgrade of the signalling and the installation of advanced warning signage, to ensure drivers are aware of the presence of the traffic lights and hidden junction ahead



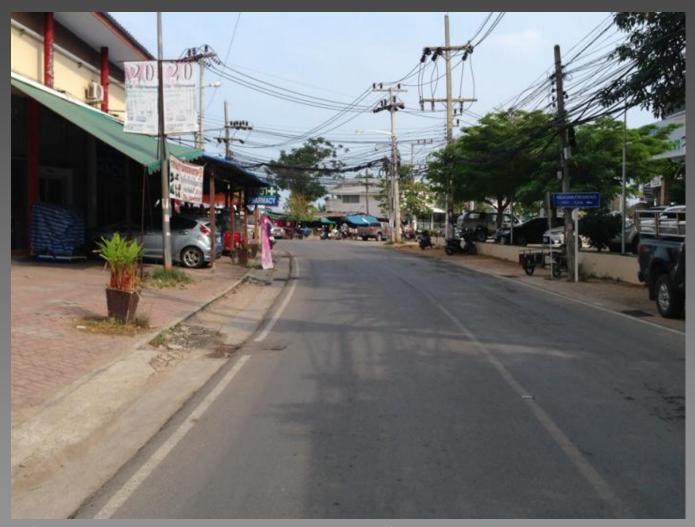
Koh Samui

Location 1: Danger on Sanam Bin Road at its junction with the 4171

Unclear 'Give Way'



PREVIOUS POSITION

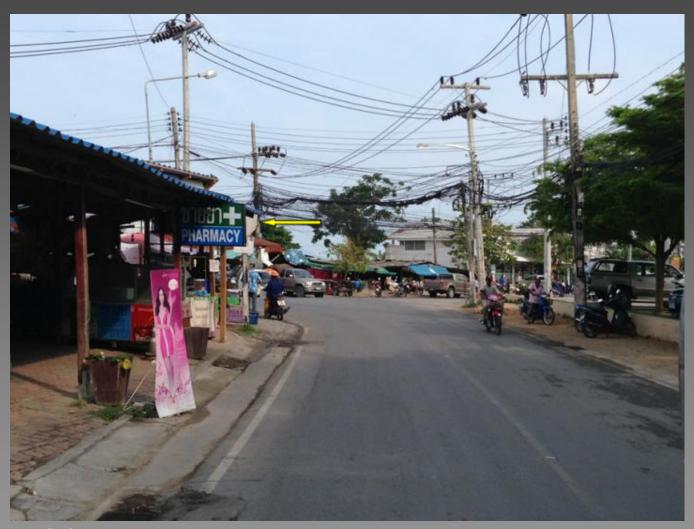


Unfamiliar drivers can be completely unappreciative of the need to concede priority when heading north on Sanam Bin Road at its junction with the 4171. Visually the road appears to continue without interruption, curving to the right, with the result that drivers can regularly be seen travelling through the junction without conceding priority to traffic on the 4171. The problem is particularly acute during darkness.



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PREVIOUS POSITION



The 'STOP' sign, as highlighted by the yellow arrow above, is obscured by the signs and canopy of the adjacent pharmacy.



PREVIOUS POSITION



The plaque itself is totally faded, making it indistinguishable, with the result that approaching drivers completely miss this safety-critical warning.



POSITION AFTER SRF SUPPORT





Koh Samui

Location 2: Danger when heading north or south on Bontji Moo 4 at its junction with Bond Kai Road

Unmarked crossroads



BOND KAI ROAD AT ITS JUNCTION WITH BONTJI MOO 4



Bond Kai Road, as shown above, (the main access route for departures at the airport), is the main highway yet drivers on Bontji Moo 4 often wrongly believe they have priority, and fail to concede priority.



SOUTHBOUND APPROACH ON BONTJI MOO 4



On the southbound approach, drivers have come round the left-hand bend and as the road straightens out, appears to have a natural momentum and priority. The danger is particularly problematic during quiet periods, when there is no visible west/east cross-traffic, which would provide an indication of an intersection ahead.



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NORTHBOUND APPROACH ON BONTJI MOO 4



On the northbound approach, the road is on a downhill gradient, which encourages drivers to increase speed which only adds to the danger. As in the southbound direction, it is understandable that drivers can presume the road to have priority and fail to recognise the need to 'STOP' at the junction with Bond Kai Road.



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SIMULATION - SOUTHBOUND APPROACH



The danger would be simple and easy to resolve, by the introduction of a 'STOP' sign on both the north and south approaches on Bontji Moo 4. The cost of the warning plaques would be minimal, yet could so easily prevent an accident from occurring which, by its nature, would likely involve loss of life or serious injury.



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POSITION AFTER SRF SUPPORT





SIMULATION – NORTHBOUND APPROACH





POSITION AFTER SRF SUPPORT





THE FUTURE SRF'S COMMITMENT TO THAILAND

With 26,000 traffic 'accident' deaths a year, on a per capita basis, Thailand's roads are the second most dangerous in the world.

SRF is committed to working in Thailand with the Ministries, various government agencies and NGOs to address accident 'black spots' throughout the country.





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