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Road Safety and Cross Border Tourism in Czech Republic

Petr Pokorny, Martin Lipi

BASIC FACTS

In total, 22, 7 million of visitors from abroad arrived at the Czech Republic in 2012.

- 11,6 million as one-day visitors
- **8,9 millions of them (39,3 %) as several-day tourists**
- **2,2 million as transiting tourists**
- tourists from Slovakia - 3rd most populous group (382 000 tourists)
- tourists from Poland - 4th (370 000 tourists)
- tourists from Hungary - 18th (111 000 tourists)

The most popular touristic target in the Czech Republic is Prague (more than 65 % visitors).



Three regions that are popular for tourists from V4 countries and are accessible mainly by cars were chosen for purpose of the study. These regions are: Kralovohradecky, Jihomoravsky and Moravskoslezsky regions (According to data from the Czech Statistical Office. This data are based on number of foreign guests at collective accommodation establishments in 2012).

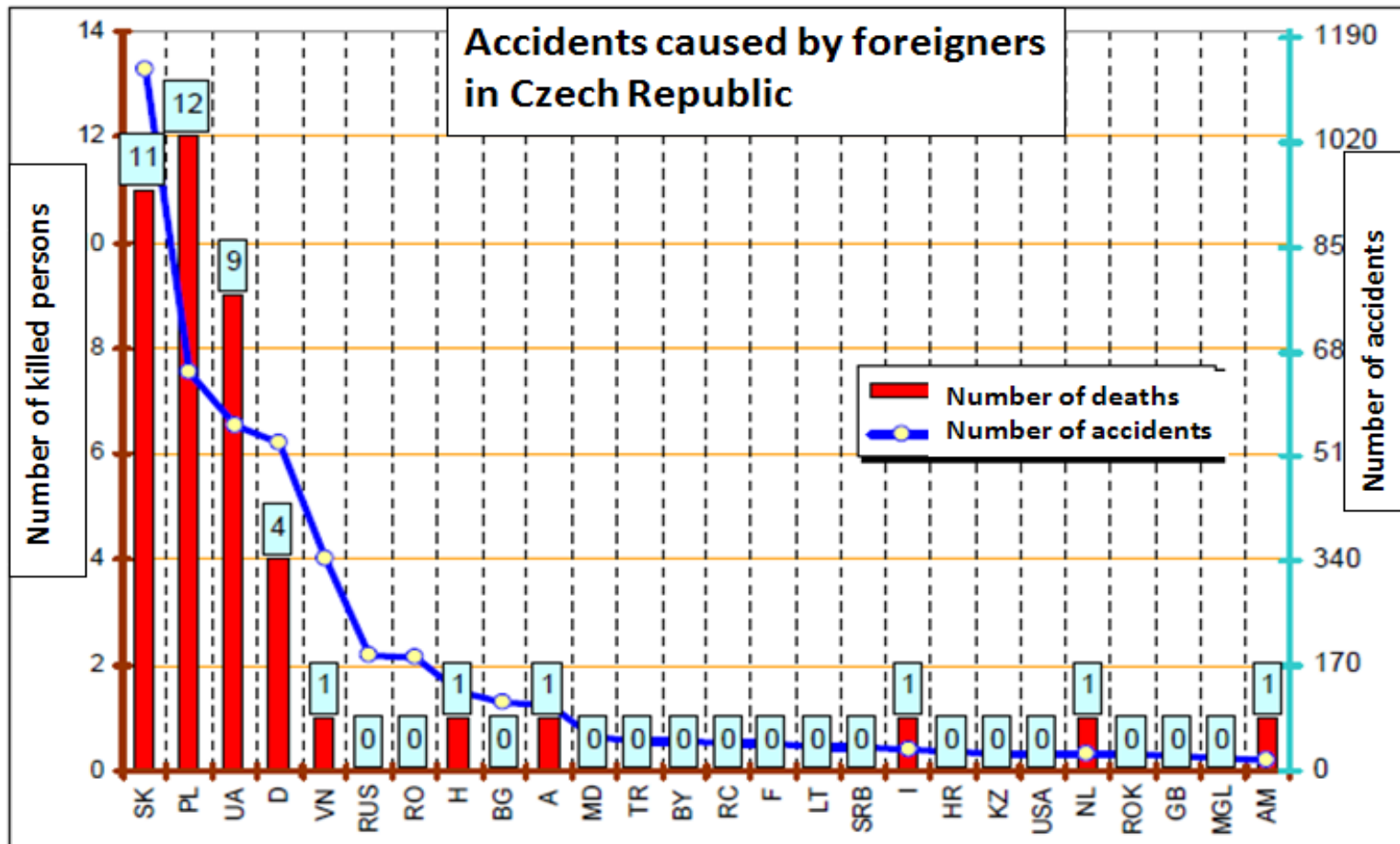


There are three main categories of foreign drivers:

- **Transiting drivers**
- **Tourists with destination in the Czech Republic**
- Foreigners living in the Czech Republic

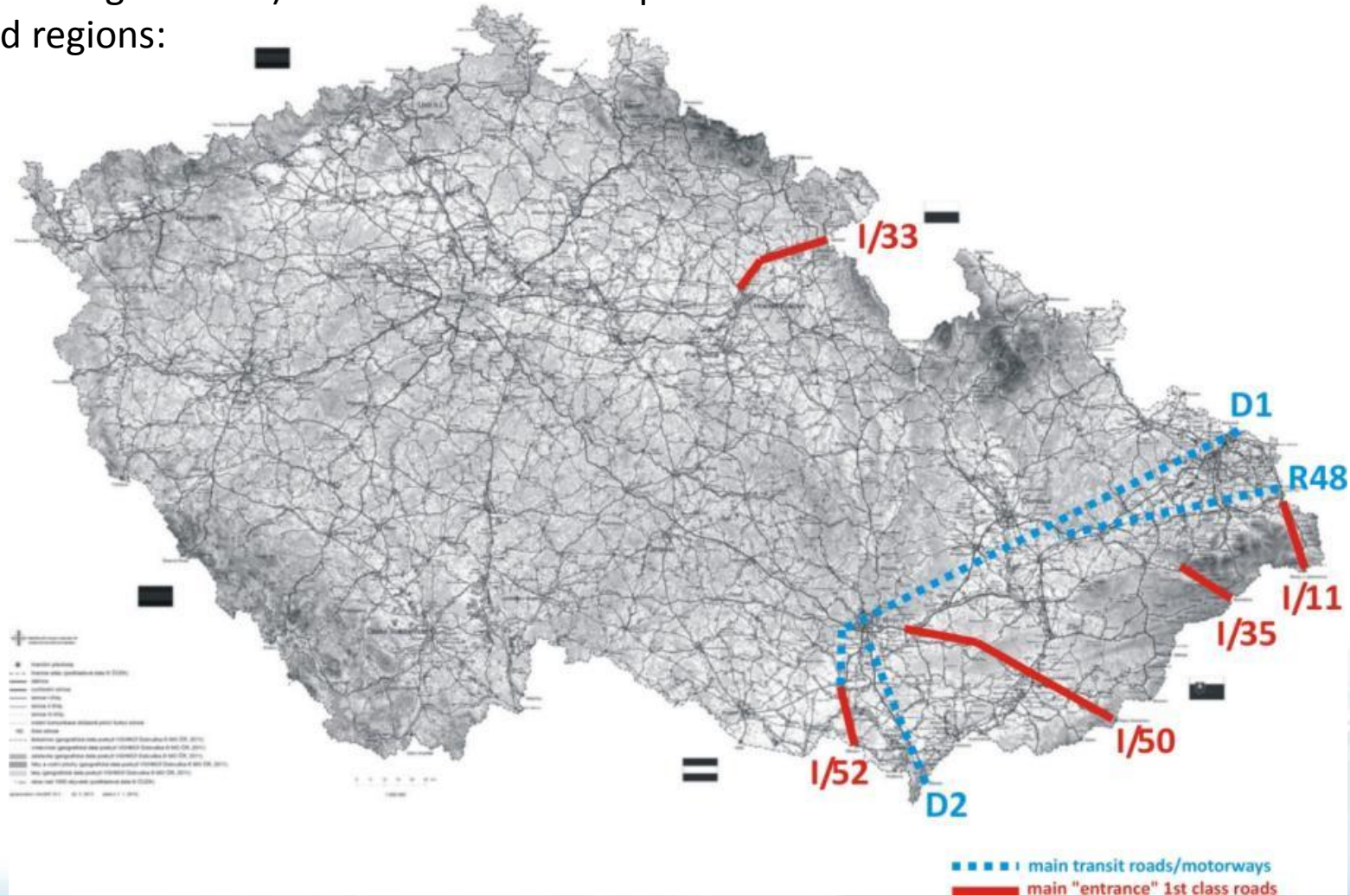
There is no distinction between these categories in road safety statistics. In year 2012, road users from abroad were involved in 4850 accidents (7 % of accidents in the Czech Republic) that resulted in 46 fatalities (7, 3 %) and 1302 injuries. The number of accidents is higher than in year 2011 by 6 %.

As a reaction to the negative trend, Ministry of Transport of Czech Republic and its Road Safety department prepared a leaflet for foreign drivers to inform them about Czech road safety rules. The leaflet can be download here: <http://www.ibesip.cz/en/road-safety/road-safety-rules-in-the-czech-republic>



Accidents caused by foreigners in the Czech Republic – data for year 2012 (source: Ministry of Transport of the Czech Republic)

The sections of roads (based on their position, design category, traffic volume and estimated share of foreign drivers) that are the most important for tourists from V4 countries in three selected regions:



Five roads were selected for further analyses. The motorways were excluded from further analyses because they represent the safest road category. The relative accident rates for selected roads were calculated based on number of accidents with injury and/or fatality in period 2010 – 2012.

Roads to access touristic regions	Nr. of personal injury accidents in 2010 - 2012	Length of route [km]	Traffic in 2010 [vehicle / day]	nr. of accidents correlated to length and traffic [accident/10 ⁷ vehicle km] in 1 year
I/52: Mikulov/Drasenhofen - Pohorelice	32	23	8 600	1,47
I/50: Stary Hrozenkov/Drietoma – Holubice	211	98	9 700 ¹	2,05 ¹
- Section I	38	24	6 000	2,41
- Section II	111	57	10 000	1,78
- Section III	39	10	12 000	2,97
- Section IV	23	7	17 000	1,76
I/35: Velke Karlovice/Makov – Roznov pod Radhostem	34	22	4 800 ¹	3,21 ¹
- Section I	21	15	3 500	3,65
- Section II	13	7	7 500	2,26
I/11: Jablunkov - Trinec	91	36	8 700 ¹	2,30 ¹
- Section I	14	14	6 000	1,52
- Section II	72	15	12 000	3,65
- Section III	5	7	7 000	0,93
I/33: Nachod/Kudowa – Hradec Kralove	129	36	9 500	3,44

The section of road I/52 in Jihomoravsky region was selected for more detailed analysis. The reasons for the selection are as follows:

- It is very important road both for international transit (north – south direction) and access to the Jihomoravsky region
- Jihomoravsky region is the most popular tourist region for tourists from all V4 countries
- The road is part of TEN-T network

For the purpose of analysis, following tools were used:

- Basic road safety inspection
- Basic accidents analysis

Term “basic” in these tools means that there were no measures for improvement road safety suggested, just the problems were identified.

Characteristics of the road I/52

The road I/52 is located southern from city of Brno. The analysed section of the road is going from town Pohorelice to town Mikulov (state border with Austria) and is **22 km long**. It starts in place, where motorway R52 (four-lane road with central reserve) ends. Following road I/52 is two-lane road that goes through rural area. The analysed section ends at the entrance to Mikulov.

- The speed limit is 90 km/h.
- AADT is approx. 9000 veh./day with 16 % share of heavy vehicles.
- There is intensive cycle traffic along some parts of the road.



Main tourist attractions that are connected with the road I/52 are:

- Natural reserve Palava with beautiful landscape, archaeological sites, traditional villages and wine culture
- Valticko – Lednický area - „garden of Europe“, registered in the Unesco World Heritage list since 1996
- City of Brno – second largest city in Czech republic



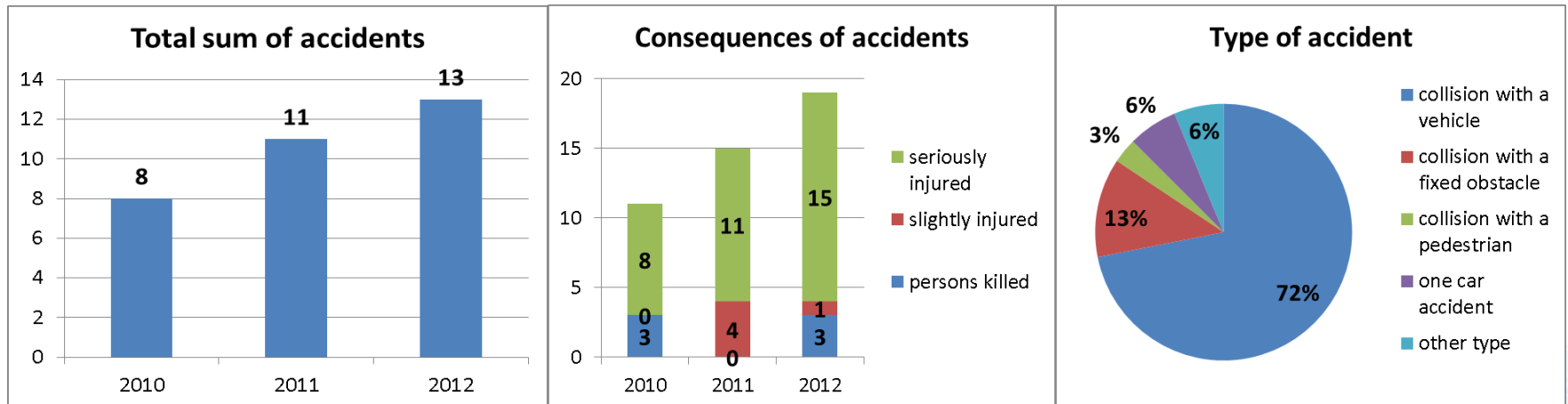
Basic road safety inspection of road I/52

The road was inspected by the team of two accredited road safety auditors in September 2013. Such procedure represent proactive approach to improve road safety. The general road safety deficiencies, which could influence the safety of foreign drivers, were identified:

- *Problem of Consistency*
- *Level of Enforcement*
- *Fatigue of drivers*
- *Layout of intersections*
- *Layout of road*

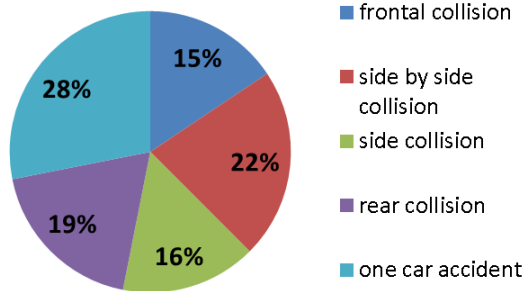
Basic safety analyses of road I/52

The road was analysed based on accidents data recorded by the Police in **2010 – 2012**. In total, 32 accidents with personal consequences were recorded by the police along the section of road I/52

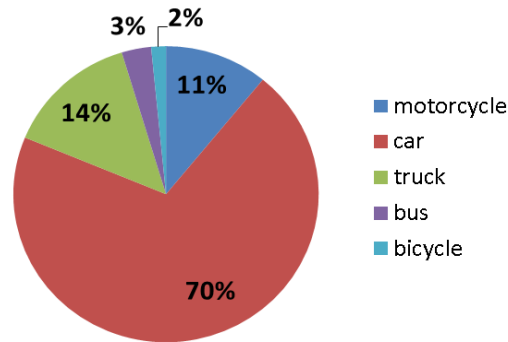


Basic safety analyses of road I/52

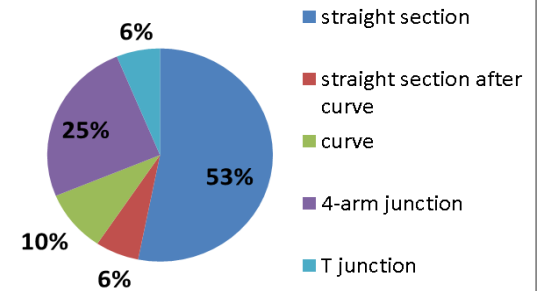
Type of collision



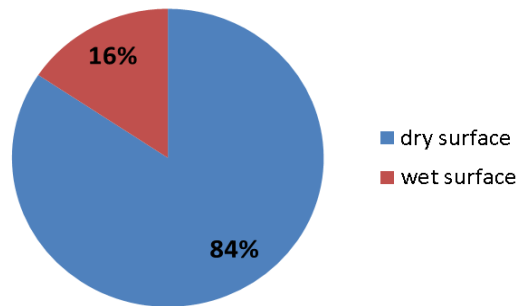
Vehicle involved in accidents



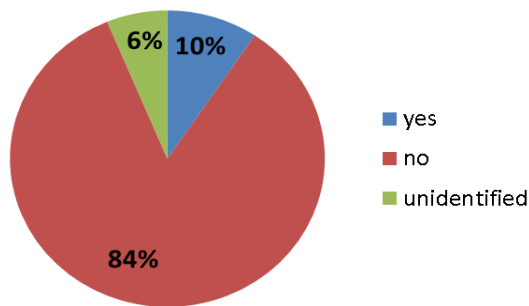
Directional conditions



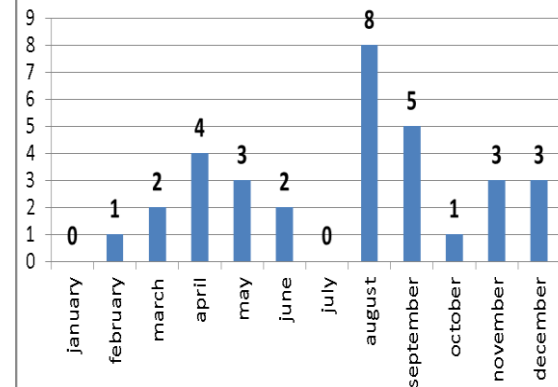
Road surface conditions



Presence of alcohol

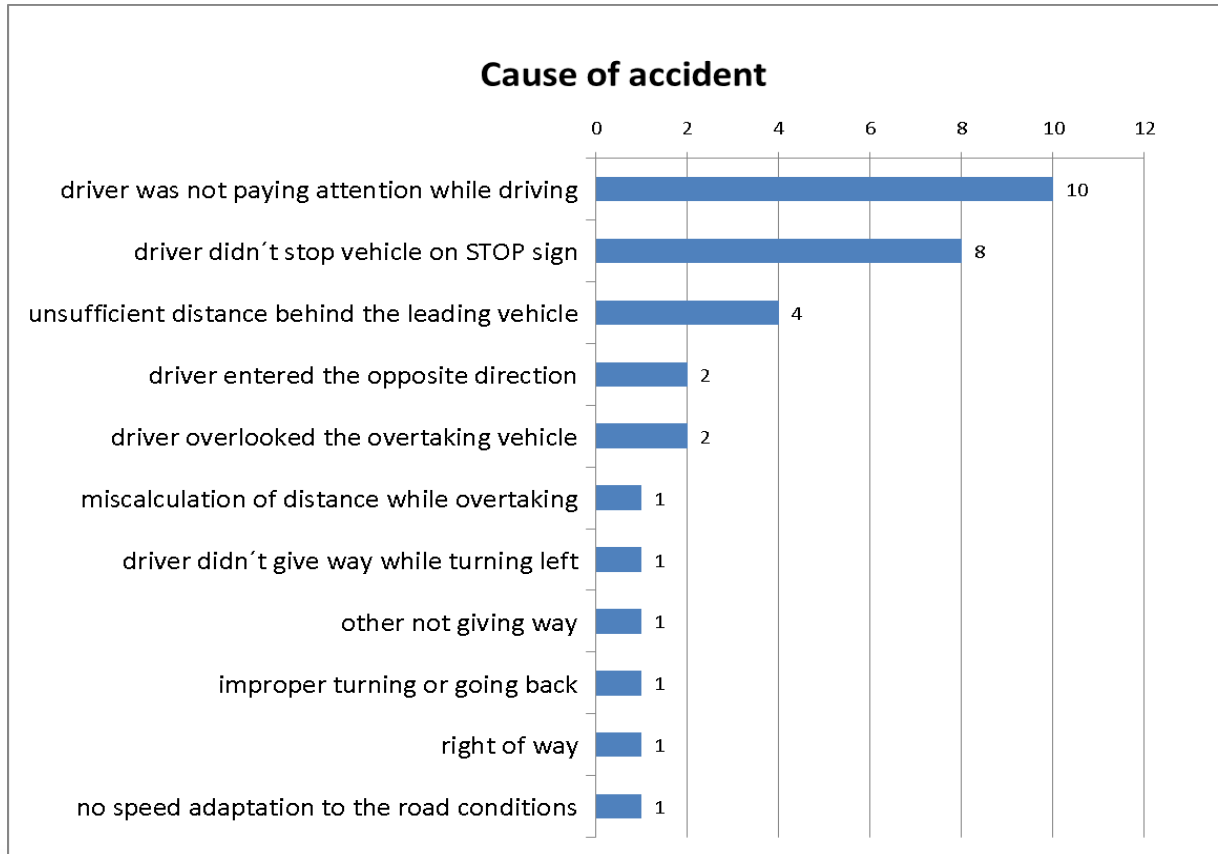


Accidents during year

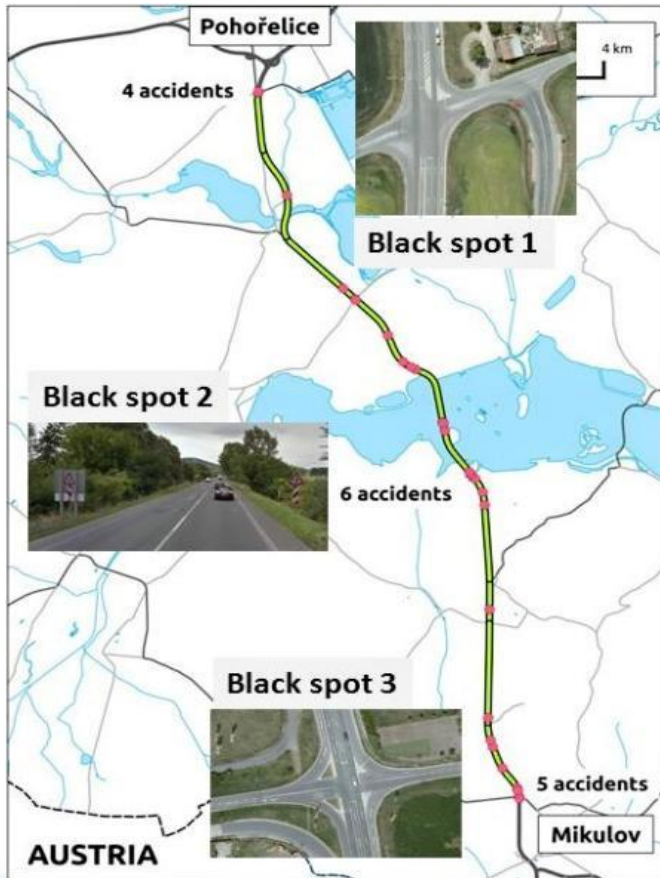


Basic safety analyses of road I/52

According to Police, the most frequent causes of accidents were lack of attention of drivers, no respect to STOP sign and insufficient distance between vehicles



The distribution of accidents along the section is shown. It seems that the accidents are spread along whole section but it is also possible to identify three main accident's clusters (black spots) where the accidents are concentrated.



BLACK SPOT 1



2007-2013

BLACK SPOT 2



2007-2013

BLACK SPOT 3



2007-2013

Thank you for your attention!

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