Presentation of the ShLOW project from Per Wulf

Seventh Framework Programme

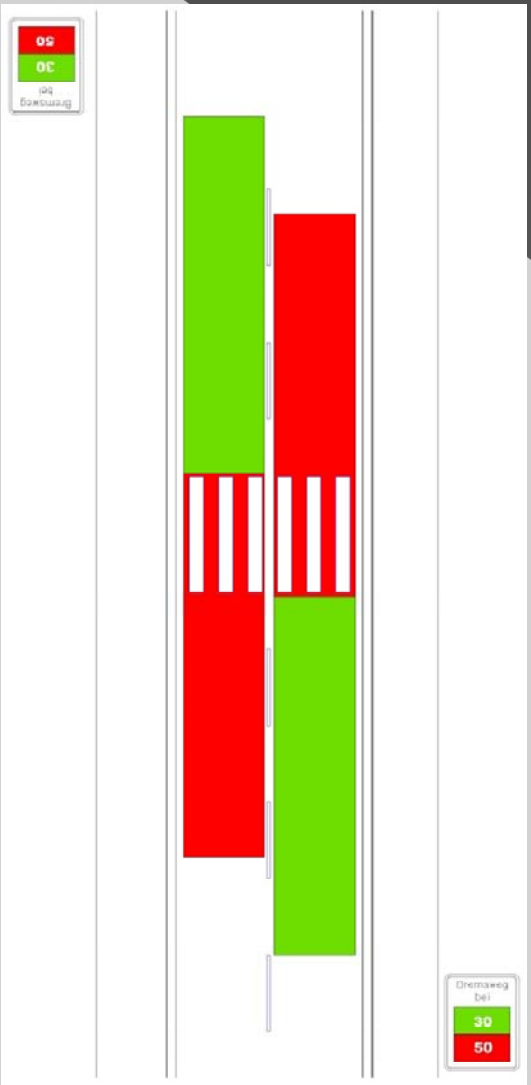
Supported by:

MHH Medizinische Hochschule Hannover

Landeshauptstadt Hannover

ETSC European Transport Safety Council

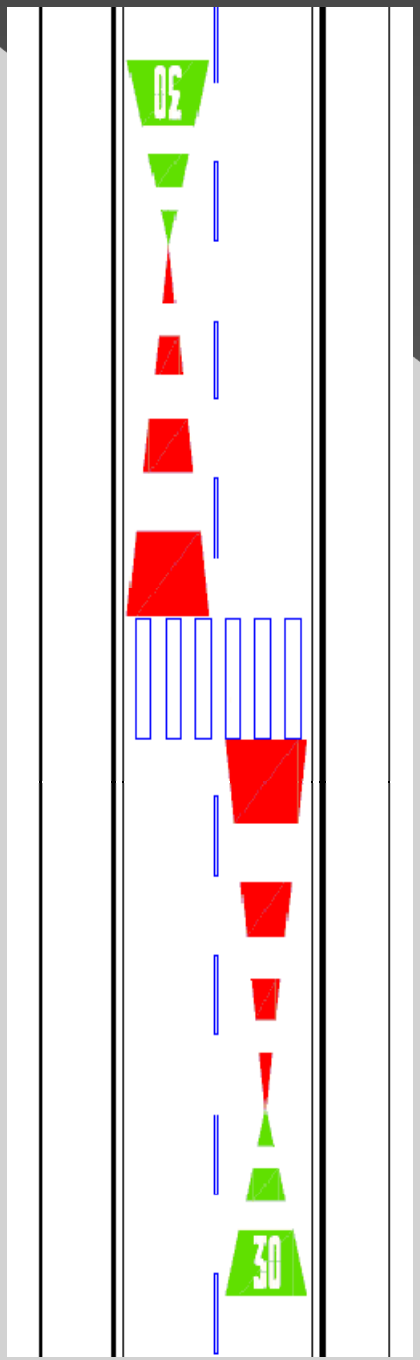
The first idea



- Make physics visible to the driver
- Show the difference of the breaking distance between 30 km/h and 50 km/h with painting on the street
- Breaking distance with 30 km/h ends at the beginning of the crosswalk and the additional breaking distance with 50 km/h runs over the crosswalk
- So the car driver can see what negative effect a bit more speed has on the breaking distance and how pedestrians would be at danger with higher speeds

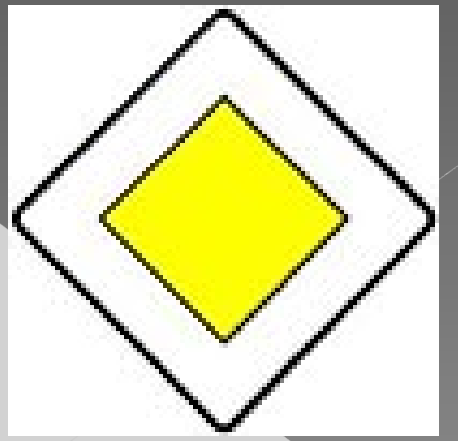
I stop to follow this idea because of foreseeable Problems:

- **Unknown if special permission would be given**
- **Not enough time for implementing**



The final idea

- Show the car driver the long stopping distance that a car may have, even when it “only” drives 30km/h
- Show the car driver the area in which he should starts braking to be able safely stop the car at a pedestrian crossing (to make the pedestrian crossing safer)
- Red triangle shows the stopping distance (breaking distance including reaction time) for a car that drives with 30km/h
- Green triangle indicates where braking should begin
- They are shaped as triangle to show the decreasing time to react and the increasing danger
- With a sign to explaining the road markings



Better Realizable

The implementation

• After a adequate location were chosen by support of the Civil Engineering Office the hidden speed measurement began

Measuring instrument

Location (Ebelingstraße in Hannover)

Finished installation

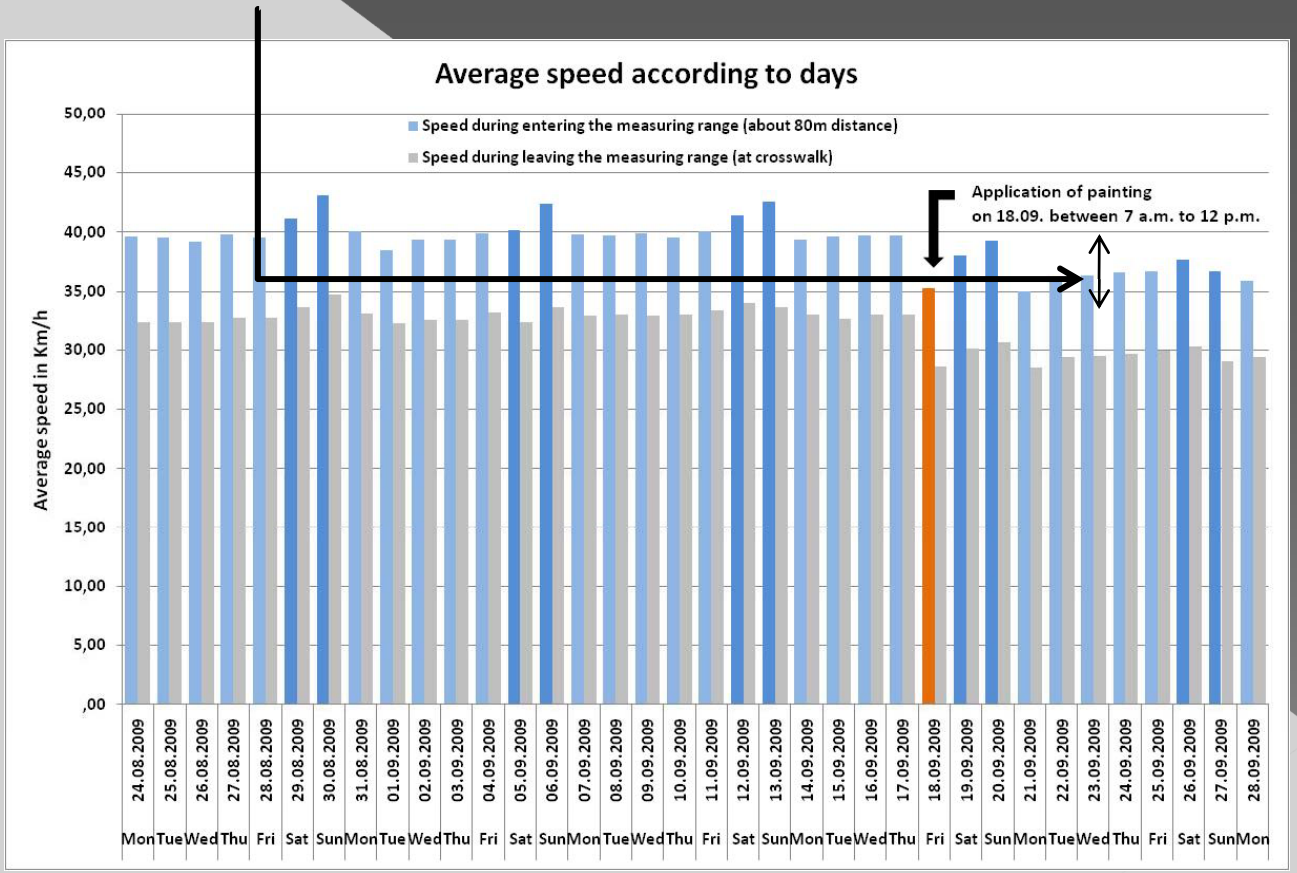
• Installation of painting and sign on 18.09.2009
• Afterwards the hidden speed measuring continued

Sign with the words: Your breaking area

The results

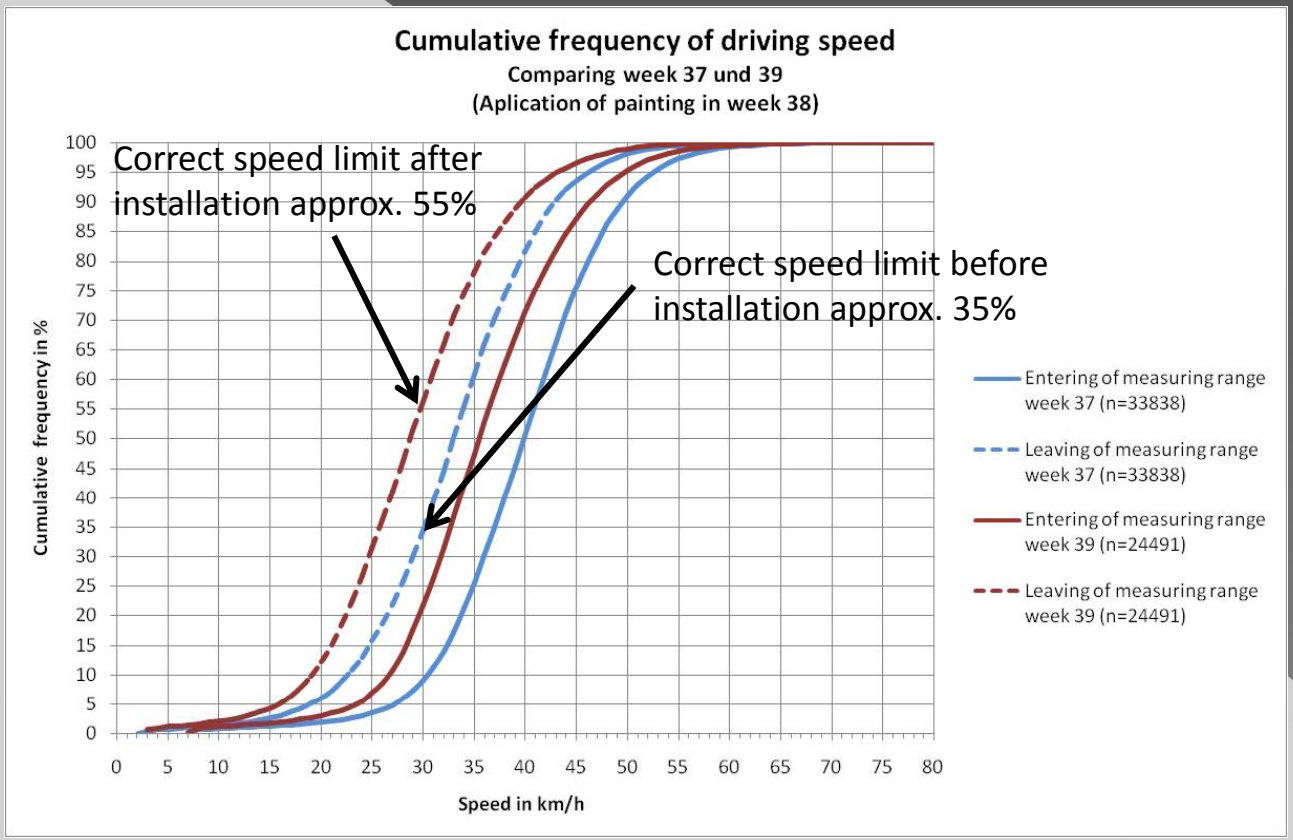
In conclusion the analysis of the speed measurements shows that the installation of the road markings in combination with the traffic sign has a positive effect on the driver's behavior concerning speed when approaching the crosswalk:

- The average speed decreased by about 10%



The results

- Before the installation (blue dotted line) approximately 35 % of drivers were under the speed limit of 30 km/h
- After installation (red dotted line) approximately 55 % of the vehicles crossed the cross walk, complying with the speed limit



The End!

Thank you for your attention

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