

SAKHALIN BLACK-SPOT PROGRAMME, RUSSIA



Date started: 2005 **Date finished:** On-going

Partners: Road Safety Fund (set and led by Schlumberger), Sakhalin Road Safety Partnership, GIDBB, Sakhalin Administration

Cost/time/resources: 150,000 USD, 2005-2008



The Black Spot Improvement Project completed a series of engineering projects in 2008 designed to reduce crashes at dangerous intersections and crossings. The community is very positive and supportive. Six black spots in Yuzhno-Sakhalinsk were chosen in 2005 based on police crash and injury statistics. Improvements were designed by road authorities based on a review of those statistics. The first engineering work was completed in late 2007 when reflective traffic signs and road fences were installed. In 2008, road markings and final engineering measures such as speed bumps and lighting were added. This project is supported by the Road Safety Charitable Fund, founded by Schlumberger. The fund consists of 15 local organisations that donated money to carry out the road-improvement projects.

Summary project sheet.

Objectives and scope

According to crash data provided by the Traffic Militia (GIBDD), some 25 percent of traffic crashes on Sakhalin occur at a few high-risk places – dangerous corners or crossings known as “black spots.”

Many of these crashes involve vulnerable road users including pedestrians. Additionally, children were involved in 16 percent of the crashes on Sakhalin, a rate that exceeded the Russian average. Therefore, this project aims to improve the safety at black spots where a high number of vulnerable road users, particularly children, are involved.

Activities

Of the list of 23 priority black spot sights identified in 2007 by the traffic police, 6 were chosen for further analysis and redesign. All chosen sights involved a high number of vulnerable road users.

It was believed that low-cost measures could be very effective in improving the safety at these sites. Examples of low cost measures, which were used in the implementation phase in 2007/2008 include:

- Short curb construction
- Highly reflective “zebra crossing”
- Changing street reflectors and lamps
- Two highly reflective “pre-warning” signs
- Renovating or replacement of pedestrian crossing signs
- Installation of four reflective poles on either side of street
- Speed bumps
- Lighting

Conclusion and main lessons learnt

The construction work started in 2007 and was completed in 2008. The implementation was accompanied with a community awareness programme in close collaboration with the safe routes to school project. Evaluation is still on-going but the response from the Community is very positive and supportive on this initiative. The programme is a good example of how local organisations can support road improvement projects by donating money through a fund.