

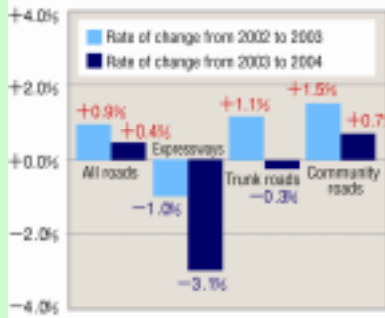
Reinforcing Efforts toward Reduction of Ratio of Death and Injury Due to Road Accidents

Current efforts and assessment

The ratio of death and injury due to road accidents on expressways and trunk roads is going down, while that on community roads is going up.

The following two-dimensional and comprehensive measures are currently being promoted: 1) Zones with high accident casualty rates are designated as "High Accident Risk Locations" and targeted for effective accident rate reduction, and 2) "Safe Walking Areas" are set up in zones with high accident rates where urgent safety measures for pedestrians and cyclists are needed.

Changes in the ratio of road traffic fatalities and casualties (%)



Future efforts

Traffic accident measures on trunk roads.

Using the Priority Indication Method, countermeasures will be formulated and evaluated for trunk roads based on scientific analyses of highway accident data.

Two-dimensional traffic accident measures on community roads.

Two-dimensional traffic accident measures on community roads will be promoted by setting up "Safe Walking Areas".

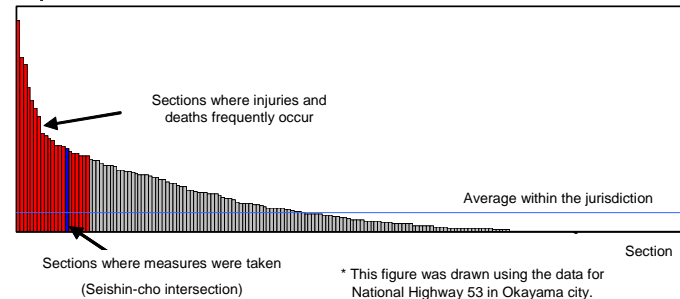
Example

Example of measures based on the scientific analysis of accident date Effects of measures taken at the Seishin-cho intersection of National Highway 53

In order to select locations requiring priority measures, the Okayama National Highway Office divided national highways under its jurisdiction into 200-meter sections to calculate ratio of death and injury due to road accidents in each section. As a result of the objective data analysis, it was discovered that many accidents occur at the Seishin-cho intersection. Accordingly, various measures were taken to enhance driver awareness. These included efforts to decrease rear-end collisions that commonly occur at the intersection by widening separation lines to make lanes look narrower and posting of "slow down" signs to encourage drivers to reduce speed. Also included was coloring of the intersection's road surface to warn drivers that it is an area where accidents frequently occur. These actions resulted in a lower number of accidents in the intersection.

< Ratio of death and injury due to road accidents > < Causes of accidents >

ratio of death and injury due to accidents

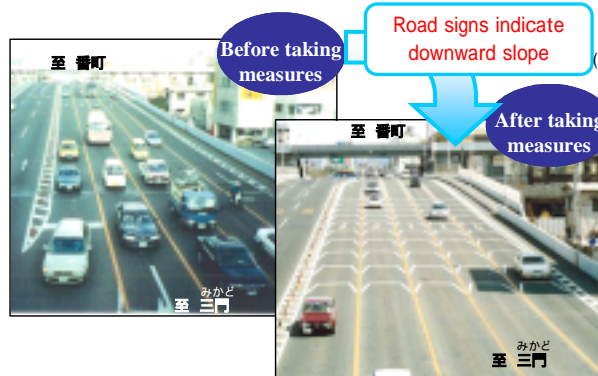
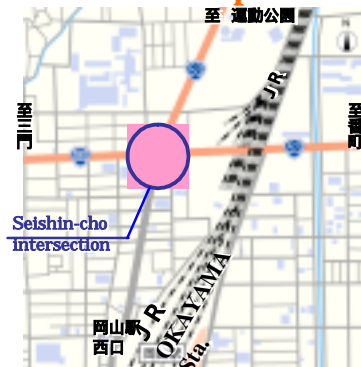


Accidents frequently occur due to high speeds caused by the steep downward grade (5%)

Delay in braking due to difficulty in seeing conditions beyond the crest.



< Location map >



< Effects of measures >

Changes in the number of rear-end collisions. Measures taken in November 2001

