EVALUATION OF ROAD TRAFFIC SAFETY LEVEL IN THE STATE MAIN ROAD NETWORK OF LATVIA

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Abstract. Evaluation of road traffic safety level may be done using several methods. The methods of accident rate and accident frequency used in this paper provide an opportunity to analyze dangerous road sections on all state main roads of Latvia. Latvia has 15 state main roads, they lead through 24 out of 26 districts, and their total length in Latvia is 1740.8 km. Analysis of road traffic accident statistics was carried out basing on the data available at Road Traffic Safety Directorate for the time period of three years (2005–2007). Critical value of accident rate has been calculated for state main roads network and its numerical value is 1.81 accidents per 10⁶ vehicle km. Besides, relation between traffic intensity and accident rate for state main road network of Latvia has been achieved as well.

Keywords: state main rate roads, accident rate (AR), accident frequency (AF), dangerous road sections.

1. Introduction

Widely in the world to analyse and estimate an accident situation in civil engineering many different methodologies and methods are used (Giretti et al. 2009; Hola 2009; Zavadskas, Vaidogas 2008; 2009). Different methods for the evaluation of sustainable safety (Vaidogas, Juocevičius 2008) and road traffic safety level may be used to determine dangerous sections on roads (Kapski 2006; Kapski et al. 2007; Lama et al. 2006). One of the most frequently used criteria for safety evaluation not only on roads is accident frequency (AF) and accident rate (AR) (Hola 2007; Sokolovskij 2007; Šliupas 2009).

The analysis done by authors covers the state main road network in Latvia. The function of the state main roads is to provide connections with foreign countries and capital cities of foreign countries. Latvia has 15 state main roads, they lead through 24 out of 26 districts, and their total length in Latvia is 1740.8 km.

Analysis of road traffic accident statistics was carried out basing on the data available at Road Traffic Safety Directorate for the period of three years (2005–2007).

2. Accident frequency

One of the most frequently used analytical methods for determining the road traffic safety level is the calculation of AF. This value was determined for every km of state main roads.

\[ AF = \frac{Acc}{L \times T}, \]  

where \( AF \) – accident frequency, accident/km; \( Acc \) – number of road traffic accidents per 3 years; \( L \) – length of analysed road section, 1 km; \( T \) – reviewed time period, 3 years.

Usually road sections with similar technical parameters are chosen and average frequency of accidents (\( AF_{ave} \)) is calculated for each road section:

\[ AF_{ave} = \frac{\sum_{i=1}^{n} AF_i}{n}, \]  

where \( AF_{ave} \) – average frequency of accidents, accidents/km; \( AF_i \) – total number of \( AF \) in specific section, accidents/km; \( n \) – number of sections in general group.

According to PIARC Road Safety Manual the accident frequency limit value is determined which will be regarded as the min dangerous accident frequency \( AF_{lim} \):

\[ AF_{lim} = 2 \times AF_{ave}. \]  

After determining the \( AF \) for all sections it is compared with \( AF_{lim} \). With this approach the most dangerous road sections according to \( AF \) are determined.

3. Accident rate

The AR was determined that characterised the risks to which road users are subjected in a certain road section. The AR was calculated for each road section, as well.
where \( AR \) – accident rate, accidents/vehicle km \( \times 10^6 \); \( Acc \) – number of road accidents per 3 years; \( L \) – length of reviewed section, 1 km; \( T \) – reviewed time period, 3 years; \( N \) – annual average daily traffic (AADT) vpd.

The formula given in the PIARC Road Safety Manual is used to determine the limit value of \( AR \); if this value is exceeded it may be stated that the analysed road section is dangerous to traffic:

\[
AR_{\text{crit}} = AR_{\text{ave}} + \frac{1 \times 10^6}{730.5 \times T \times L \times N} + C \sqrt{\frac{AR_{\text{ave}} \times 10^6}{365.25 \times T \times L \times N}},
\]

where \( AR_{\text{crit}} \) – critical value of \( AR \), accidents/vehicle km \( \times 10^6 \); \( AR_{\text{ave}} \) – average value of \( AR \) in specific road network, accidents/vehicle km \( \times 10^6 \); \( T \) – reviewed time period, 3 years; \( L \) – length of reviewed section, 1 km; \( N \) – AADT, vpd (for the state main roads AADT = 5305 vpd); \( C \) – statistical constant with 95% level of confidence (\( C = 1.645 \)).

### 4. Accident frequency and critical accident rate

Basing on the formula given before Eq (3) and Eq (5) \( AF_{\text{lim}} \) and \( AR_{\text{ave}} \) have been found.

Table 1 shows the data on average value of \( AR_{\text{ave}} \) and \( AF_{\text{ave}} \) for each state main road. \( AR_{\text{crit}} \) indicates the limit value of \( AR \) which was calculated with respect to the whole state main road network. \( AF_{\text{lim}} \) indicates the critical value of accident frequency for the whole state main road network.

Relation between traffic volume and \( AR \) in the state main road network (Fig. 1) may be expressed as follows:

\[
AR = 1.23364655 - 0.00003516 \times N.
\]

Fig. 2 shows that in 99.14% of cases the \( AR \) value is in limits between 0 and 5. Reviewing the distribution of \( AR \) values we may conclude that at 50% the \( AF \) value is approx 0.56 and at 85% the \( AF \) value is 1.46.

8846 road traffic accidents have occurred on state main roads in 2005–2007. Out of them 1809 accidents were heavy accidents, 405 persons were killed and 2526 injured.

Considering the \( AF \), the road with the worst properties (\( AF = 5.74 \)) is the road A4 Rīga bypass (Baltezers–Saulkalne), however, considering the \( AR \), the road with the worst properties (\( AR = 1.96 \)) is the state road A12 Jēkabpils–Rēzekne–Ludza–Russian border (Terehova).

### 5. Practical use of accident frequency and accident rate

According to the formulas reviewed above, the \( AF \) and the \( AR \) was determined for every km of state main roads.

<table>
<thead>
<tr>
<th>Road No.</th>
<th>Number of accidents</th>
<th>heavy accidents</th>
<th>fatalities</th>
<th>injured</th>
<th>( AF_{\text{ave}} )</th>
<th>( AR_{\text{ave}} )</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>630</td>
<td>123</td>
<td>28</td>
<td>175</td>
<td>2.04</td>
<td>1.05</td>
</tr>
<tr>
<td>A2</td>
<td>937</td>
<td>192</td>
<td>46</td>
<td>276</td>
<td>1.58</td>
<td>0.98</td>
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<tr>
<td>A3</td>
<td>475</td>
<td>100</td>
<td>20</td>
<td>142</td>
<td>1.28</td>
<td>0.94</td>
</tr>
<tr>
<td>A4</td>
<td>380</td>
<td>82</td>
<td>15</td>
<td>140</td>
<td>5.74</td>
<td>1.56</td>
</tr>
<tr>
<td>A5</td>
<td>460</td>
<td>75</td>
<td>23</td>
<td>106</td>
<td>3.62</td>
<td>1.05</td>
</tr>
<tr>
<td>A6</td>
<td>1563</td>
<td>328</td>
<td>69</td>
<td>461</td>
<td>1.69</td>
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</tr>
<tr>
<td>A7</td>
<td>590</td>
<td>141</td>
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<td>0.62</td>
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<tr>
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<td>505</td>
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<tr>
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<td>203</td>
<td>49</td>
<td>294</td>
<td>1.54</td>
<td>0.99</td>
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<tr>
<td>A10</td>
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<td>313</td>
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<tr>
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<td>111</td>
<td>17</td>
<td>2</td>
<td>24</td>
<td>0.67</td>
<td>1.00</td>
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<tr>
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<td>1.96</td>
</tr>
<tr>
<td>A13</td>
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<td>95</td>
<td>19</td>
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<td>0.97</td>
<td>1.28</td>
</tr>
<tr>
<td>A14</td>
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<td>6</td>
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<td>5</td>
<td>0.65</td>
<td>1.10</td>
</tr>
<tr>
<td>A15</td>
<td>7</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>0.26</td>
<td>0.48</td>
</tr>
<tr>
<td>Total</td>
<td>8846</td>
<td>1809</td>
<td>405</td>
<td>2526</td>
<td>1.67</td>
<td>1.03</td>
</tr>
<tr>
<td>( AF_{\text{lim}} )</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>3.34</td>
<td></td>
</tr>
<tr>
<td>( AR_{\text{crit}} )</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1.81</td>
<td></td>
</tr>
</tbody>
</table>
As an example the calculations of one state main road A4 Riga bypass (Baltezers–Saulkalne) may be reviewed.

Characteristics of the existing roads:
Road A4 is located in Riga district. Total road length is 20.4 km. Max permitted driving speed outside urban areas is 90 km/h, in urban areas 70 km/h and 50 km/h. In 2005 the AADT on road A4 is shown in Fig. 3.

Analysis of statistical material was done base on the data available at Road Traffic Safety Directorate for three years (2005–2007).

380 accidents happened in the reviewed time period: 82 were heavy road accidents, 15 persons were killed and 140 injured.

In the Table 2 the values of AR are given which were determined according to Eq (4). To determine which road sections are dangerous for traffic the $AR_{crit}$ was calculated for the whole network of state main roads according to Eq (5) and $AR_{crit} = 1.18$.

Fig. 4 shows those road sections on state main road A4 where the values of accident factor exceed critical limit values, therefore these road sections may be regarded as dangerous for traffic.

Fig. 1. Relation between traffic volume and AR on state main roads

Fig. 2. Histogram and cumulative density function of AR

Fig. 3. AADT on state main road A4 Riga bypass (Baltezers–Saulkalne)
6. Conclusions

The values of $AR_{crit}$ and $AF_{lim}$ calculated in this paper provide an opportunity to identify dangerous road sections. Calculated values of $AR$ and $AF$ provide an opportunity to define priorities for the needs to reconstruct dangerous road sections in the state main road network of Latvia.

References


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