From the Editors

On 12-13 April 2018 the Gdańsk University of Technology hosted the 12th International Road Safety Conference GAMBIT 2018. Organised by the Gdańsk University of Technology and the Foundation for the Development of Civil Engineering, the conference had the patronage of the Minister of Infrastructure, National Centre for Research and Development and the General Directorate for National Roads and Motorways. The Conference's Plenary Session was attended by nearly 200 delegates representing Polish and international institutions and organisations involved in road safety work. The programme consisted of 11 thematic sessions. The topics included issues which are key to the successful implementation of the National Road Safety Programme for the Years 2013-2020, the challenges ahead and results of Development of Road Innovation research projects, a programme which was the main theme of a number of the sessions.

The discussions and conclusions from the sessions helped to formulate proposals and recommendations addressed to Poland's road safety institutions and organisations. One of the key proposals was to evaluate the progress of the National Road Safety Programme 2013-2020 (Interim Report). Once completed, it will provide a basis (diagnosis) for drafting Poland's road safety programme for the years 2021-2030. The new programme should address:

- the needs of vulnerable road users, older people and excluded road users,
- the requirements that come with modern vehicles, including driverless and electric vehicles,
- road infrastructure to meet the new technology challenges,
- improved mobility management to take account of new ideas in urban planning, streets for the people, traffic zoning,
- the development of road safety management systems especially with new legal regulations, guidelines and management tools.

The discussions put a strong focus on pedestrians which continue to be a high risk group of road users. With pedestrians representing more than 30% of all fatalities, Poland holds the infamous number one position among EU countries. This calls for special efforts to protect pedestrians, cyclists and moped riders. With demographic changes and a growing number of older road users, more needs to be done to ensure that effective measures are taken such as:

- research on pedestrian and cyclist safety with a focus on urban and rural environments,
- amending the law to improve pedestrian road safety,
- conducting a systematic assessment of pedestrian crossing safety and use effective measures to better protect pedestrians especially on high risk pedestrian crossings,
- verifying speed limits on pedestrian crossings, especially outside built-up areas,
- using speed limits on cycle roads.

The papers published in GAMBIT 2018 post-conference proceedings include many of the answers. The authors and their research teams have been analysing and solving the problems of road transport for many years. We are convinced that the materials offer an interesting overview of the progress of their work and will provide inspiration for new scientific challenges.

Editors
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