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Fatal Accidents On Swiss Roads

"Not so many fatal accidents on Swiss roads in the first six months of 1973," reports the "Vaterland" in a leading article on 19th August. The number of deaths on Swiss roads has dropped by 20% and the number injured by 12%. The influence of "Tempo 100" (62.5 miles) is obvious.

This drop of injured and deaths is more important if we consider that an increase in auto owners and foreign visitors to Switzerland is still registered.

The number of accidents dropped in the first half year of 1973 compared with that of 1972 by 7%. Fatal accidents totalled 618, 169 less than in 1972. The biggest relative drop occurred amongst pedestrians, 30% less, where 125 adults and 45 children died in road accidents. The number of cyclists and motorcyclists, etc., involved in accidents also considerably dropped.

An interesting comparison between accidents inside the town limit and outside shows that the number inside dropped by 27% and the number outside town limits by only 17%.

It looks that the relative improvement in traffic accidents on Swiss roads is partly due to "Tempo 100", strictly enforced since 1st January 1973. However, a stricter enforcement on traffic laws on pedestrians would have had a considerable influence as well and Swiss authorities consider that the whole question can only be assessed after a lengthy period of investigation.

The writer of this article, at present on holiday in Switzerland, was impressed by the traffic habits and behaviour of the Swiss motorist. A general sense of responsibility seems to be prevailing. I have been through Zurich, Zug, Luzern and Central Switzerland so far, but, however, I am agreeably surprised from what I had heard from driving in Switzerland before. —W.R.

PROTECTION AGAINST MOTOR TRAFFIC

Lucerne is planning to cut all its waterfront and its town from motor traffic. A first step has been to close the embankment along the River Reuss from all motor cars. This area and its many open-air cafes and boutiques has now become a pedestrians' paradise.

Arosa has implemented even more radical measures since the end of February. From 11 p.m. to 6 a.m., traffic is forbidden in this Engadine resort in a bid to protect residents from noise. Taxis can obtain special licenses and particular provisions are made for guests leaving or arriving at their hotels during night hours.

NEW CYCLING PATH IN AARGAU

More and more people want to go on quiet cycle rides away from busy thoroughfares. This wish has now been fulfilled by the Automobile, Motorcycle and Bicycle Association of canton Aargau and a 28 mile long cycling path awaits bicycle fans at Birr to the south of Brugg. There are also shorter, well-indicated stretches of 12 and 22 miles at a time on quiet roads at their disposal. These routes lead past sites of cultural interest such as the castle of Wildegg (part of which belongs to the Swiss National Museum — with interiors from the 16th-19th centuries) and the castle of Lenzburg (one of Switzerland's biggest castles and now a museum).

NEW CONVALESCENT CENTRE FOR EXHAUSTED MANAGERS

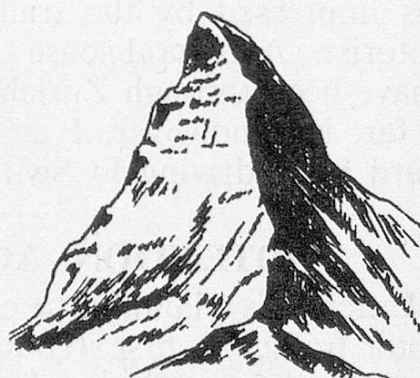
An ultra-modern clinic for the curing of the ills of modern civilisation has just recently been opened near to Genolier above Lake Geneva in canton Vaud (only 15 minutes away from Geneva airport). It is the first of its kind in Switzerland and Europe but resembles more a luxury hotel than a hospital. Each sick room has a balcony with view on the lake, bathroom, telephone, radio and television. The clinic has physio-, hydro-, and electrotherapy rooms for rehabilitation treatment after operations, heart attacks and accidents; sounder patients can use the gymnastic hall, sauna and swimming pool with underwater massage, etc.

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