

UN, WP1

Working party on road traffic safety

21/9/2016 - Geneva

Creating “forgiving roadsides” to save 1/3 of people in traffic

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**if we want to save more lives
in traffic:**

**roadside has to be seen as
a part of the road
for new and existing roads**

**in developing and developed
countries, all over the world**



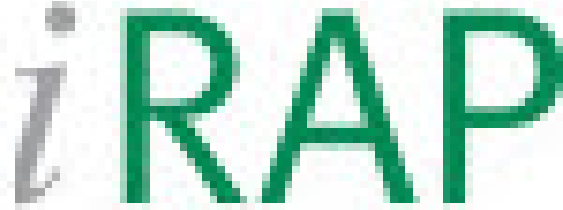
In road design, allowances need to be made that can help compensate for human error, and roads and roadsides are built in such a way that their physical characteristics minimize potential harmful consequences to all.



World Health Organization



Vision zero: "in every situation, a person might fail, the roadsystem should not"

The logo for iRAP (International Road Assessment Board) features the lowercase letter 'i' in a grey, sans-serif font, followed by the uppercase letters 'RAP' in a bold, green, sans-serif font. To the right of the text is a stylized graphic of a road curving into the distance, rendered in shades of grey and white.

**47% of curves
where traffic flows at 80km/h or more
have hazardous roadsides**

Source: Irap, Vaccines for roads, October 2015



**30% of people being killed in traffic
die by driving
off road and hitting an obstacle
in the roadside**

Source: Michael G. Dreznes, Executive Vice President

Table 2: Percentage of fatalities that occurred in single vehicle accidents in the EU -19/23¹, 2001-2010²

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
BE	41%	40%	43%	49%	44%	44%	43%	44%	45%	42%
CZ	30%	31%	34%	31%	31%	32%	35%	30%	36%	31%
DK	26%	30%	26%	23%	23%	24%	22%	28%	30%	29%
DE	33%	33%	34%	33%	33%	32%	32%	31%	33%	31%
EL	35%	33%	36%	36%	38%	38%	38%	37%	38%	40%
ES	36%	35%	35%	36%	35%	35%	35%	36%	37%	34%
FR	38%	37%	39%	39%	37%	38%	38%	38%	41%	39%
IT	29%	27%	30%	28%	29%	29%	28%	27%	30%	30%
LU	43%	48%	32%	36%	51%	44%	41%	40%	40%	56%
HU	25%	21%	23%	23%	24%	25%	24%	24%	28%	18%
NL	32%	35%	33%	23%	24%	22%	22%	36%	35%	-
AT	44%	37%	35%	37%	37%	37%	35%	36%	38%	35%
PL	22%	23%	23%	21%	24%	24%	27%	27%	26%	23%
PT	36%	34%	35%	35%	40%	41%	40%	43%	28%	40%
RO	41%	40%	40%	41%	27%	24%	26%	29%	28%	26%
SI	21%	23%	20%	22%	18%	22%	22%	20%	21%	22%
FI	28%	32%	28%	31%	34%	38%	31%	36%	39%	30%
SE	35%	34%	37%	40%	42%	35%	36%	39%	42%	-
UK	23%	24%	24%	26%	25%	27%	25%	25%	26%	24%
EU-19	32,2%	31,5%	32,4%	31,7%	31,2%	31,1%	30,9%	31,5%	32,6%	31,1%
EE	-	-	-	-	30%	32%	41%	31%	33%	-
LV	-	-	-	28%	27%	29%	24%	38%	33%	33%
MT	-	-	-	-	18%	27%	42%	11%	33%	54%
SK	-	-	-	-	31%	26%	28%	28%	30%	25%
EU-23	-	-	-	-	31,2%	31,0%	30,9%	31,5%	32,6%	31,0%
IS	-	55%	48%	43%	47%	45%	47%	50%	47%	38%

Source: CARE Database / EC
Date of query: October 2012

EU-19	32,2%	31,5%	32,4%	31,7%	31,2%	31,1%	30,9%	31,5%	32,6%	31,1%
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Belgium:

40% of people who die
in **non urban areas**,
die by driving **into a tree**

15% of people who die
in **urban areas**,
die by driving **into a tree**



Source: BIVV, Belgian Institute for
road safety, 2013

Belgium:

35,1% of people who die
in traffic,
die by driving off road.

The biggest risk to die in
an accident is by driving
into an obstacle in the
roadside.

Source: BIVV, Belgian Institute for road
safety, 2013



Auto knalt tegen verlichtingspaal

Moeder, d zwaargew op hobbe

12/09/2016 om 06:04 door P



Door BRU redactie (NSK) · on 13 juni 2016 · in Nieuws, Ongevallen

 Tweet dit be



BELGISCHE RADIO UNIE

Conclusion:

- there is a need for “forgiving roadsides” to save lives
- solutions exist: make analyses + write policies
 - categorize roads
 - define clear zones: recovery zone + stop zone
 - design forgiving roadsides (iRAP – IRF):
 - 1. avoid obstacles
 - 2. make them forgiving with passive safe products, EN12767 and MASH
 - 3. isolate with a guardrail, EN1317 and MASH

Passive safe road infrastructure

Standards to approve products: EN12767 and MASH















Why is this still possible in 2016 ?

roadside is not seen as part of the road
and

many people still blame the drivers

Why is this still possible in 2016 ?

roadside should not “punnish”
roadside should not be seen as
enforcement
roadside should “forgive”

if we want to save more lives in traffic:

road authorities need to become
legally responsible
for the design of roadsides
of new and existing roads

all over the world

Thank you.

Questions?

More information?

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