



Interreg



Danube Transnational Programme RADAR

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**Your Road Safety is on our
RADAR.**

D 2.2.2 Model article

**MODEL ARTICLE ON THEMATIC AREA 2: Provision for
Vulnerable Road Users (Pedestrians and Cyclists)**



RADAR – Risk Assessment on Danube Area Roads



<https://www.interreg-danube.eu/radar>

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Executive Summary

One of RADAR project main goals is to improve road safety for vulnerable road users and consequently increase the share of trips done on foot and by bicycle.

This document is based on **Thematic Area 2 – provision for vulnerable road users (pedestrians and cyclists)** and on locations where successful countermeasures for VRUs have been implemented as well as locations where the best opportunities exist to implement future countermeasures. These are locations where there is pedestrian or cycling activity but no footway or cycle provision and where pedestrian crossing facilities are absent or of poor quality.

To reach the project's objective – improve road safety – the report exposes the necessity of tackling the problem of high rates of casualties among VRUs that are mainly caused due to the fact that most of the countries within Danube area lack professional capacity and knowledge in using appropriate road risk assessment methodologies in the process of defining, selecting, prioritising and implementing the appropriate countermeasures on the critical parts of the road network. It also emphasizes the value and importance of knowledge transfer to the responsible road safety organisations in the Danube area, so they can identify and systematically reduce the risks on their road networks.

1. Introduction

Each year, road traffic accidents take over 1.2 million lives over the world (WHO, 2015), whereby pedestrians, depending on country, typically constitute from 22 % to 33 % of all road deaths. The proportion of pedestrians killed in relation to other road users varies significantly over the main geographic regions in the world. For example, in the African Region 39 % of all road fatalities include pedestrians, while in South-East Asia Region pedestrians constitute about 13 % of all road traffic accident fatalities. From the geographic distribution of pedestrian mortality, it is evident that, apart from Eastern Mediterranean and Western Pacific Regions, there is a much greater proportion of pedestrian fatalities in low and middle-income countries than in high income countries. These statistics become even more alarming, since in many countries over the world road accidents involving pedestrians are poorly reported, so the actual number of pedestrian fatalities is probably even higher than numbers shown in official statistics.

1.1. Problems, needs and issues

RADAR project aims to increase the road safety in the Danube region by contributing to the establishment of safer transport network which enables safe transport accessibility and mobility for all road traffic participants, both in urban and rural areas. One of the main goals of the RADAR project is to promote active mobility for all, making cities and human settlements inclusive, safe, resilient and sustainable, by improving road safety especially for vulnerable road users and consequently increasing the trips done on foot and by bicycle where before was not possible. In order to reach this goal, it is, among other things, necessary to tackle the problem of high rates of casualties among vulnerable road users, particularly on the regional and tertiary road network where high pedestrian and bicycle activity is present. This can be done by enhancing transnational cooperation and exchange of best practice among Project Partners in the Danube region.

Results obtained in the relevant road safety assessment projects clearly show that risk of fatal and serious traffic accident occurrence is unacceptably high on a large parts of Danube road network. The number of killed and seriously injured persons in road traffic accidents on the most of Danube region countries is significantly higher than the EU average. This is particularly true for vulnerable road users, which are on large parts of observed road network directly exposed to motorised traffic due to the lack of adequate pedestrian and bicyclist infrastructure. For example, the results of the SENSoR project showed that 93 % of the roads with speed limit of 40 km/h or more do not have footways, although high pedestrian activity was observed along the road. It was also determined that 97 % of roads where significant number of bicyclists was observed had no dedicated provision for cyclists. Besides that, many locations within Danube region do not have enough provision for pedestrians on their way to school. The provision for pedestrians and bicyclists is often of poor quality or absent.

High rates of casualties among vulnerable road users are mainly caused due to the fact that most of the countries within Danube region lack professional capacity and knowledge in using appropriate road risk assessment methodologies in the process of defining, selecting, prioritizing and implementing the appropriate countermeasures on the critical parts of the road network. It is therefore necessary to transfer this knowledge to the responsible road safety organisations in the Danube area, so that they can identify and systematically reduce the risks on their road networks.

Therefore, since transnational traffic is growing exponentially and there are significant differences in road safety performance on routes across the Danube region it is necessary to perform transnational “Danube-wide” road safety intervention. This is particularly true for regional and tertiary roads which pass through urban areas or villages. On this road’s vehicles travel at high speed and there is often no appropriate segregation between motorised and non-motorised traffic, which significantly increases the risk of traffic accident occurrence, especially those involving pedestrians and bicyclists.

1.2. About model article on TA2

This document is based on **Thematic Area 2 – provision for vulnerable road users (pedestrians and cyclists)** and it gives an overview of the leading causes and the main types of fatal and serious road traffic accidents involving pedestrians and bicyclists and provides the information about existing methodologies which are currently used in the selected EU and Danube region countries for identifying the high-risk locations for Vulnerable Road Users (VRUs) on the road network as well as for defining and implementing the appropriate countermeasures in order to reduce the number of pedestrian and bicyclist casualties across the observed road network.

The report also gives insight into key results and conclusions drawn from the relevant Case Studies and Projects, primarily related to the safety of vulnerable road users (pedestrians and bicycles), which were recently performed or are currently underway in the EU countries, gives the information about relevant EU legislative framework and defines the best ways for improving the road safety for pedestrians and bicyclists.

Finally, the information obtained based on the analysis of relevant methodologies, Studies and Projects are used to select the appropriate methodologies for assessing the road safety and define appropriate countermeasures for vulnerable road users, which can be used in order to provide the implementation-ready road layout concept plans and designs that will effectively reduce road risks for pedestrians and bicyclists on the Danube road network.

Keywords: Provision for cyclists, road safety, infrastructure, vulnerable road users

2. More information

If you wish to publish an article in professional press or an article in national and/or local journal as well as magazines and need more information on this specific topic, find below the content suggestions along with instruction on how to write and disseminate such professional article.

Please note that the suggestions below are not a mere recommendation but are content-related reference with information on this thematic article. To write an article, you are obliged to first check what has been published and disseminated, secondly to consult with communications manager of the project and when the article is published, inform the project leader as well as communications manager to ensure the report of such great work.

- Article on second **Road Safety Expert Group (RSEG) meeting on TA2** in Prague, Czech Republic – access [HERE](#)
- Short summary on RSEG meeting – access [HERE](#)
- Abstract on TA2 for VELO CITY 2020 – access [HERE](#)
- RADAR project RSEG Report on Provision for Vulnerable Road Users (Pedestrians and Cyclists) and Assessment of the Potential for Dedicated Infrastructure Provision and Policy Attitudes towards Dedicate Provisions for VRUs in the Danube Region – access [HERE](#)
- Communication Strategy plan for more information on how to write articles for professional press and articles in national/local journal and magazines – access [HERE](#)

For any additional information on this topic or request for publishing the article, please contact **Nina Petrič** at nina.petric@amzs.si.