



SLAIN

Saving Lives Assessing and Improving
TEN-T Road Network Safety

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D3.2: Leaflet on Technical Justification for Network wide Road Assessment



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Document Control Sheet

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0.1	22/09/2020	Stelios Efstathiadis	
0.2	28/09/2020	Lina Konstantinopoulou, Patricia Pelfrene	Draft for peer review
0.3	28/09/2020	Stelios Efstathiadis	Minor updates
0.4	08/10/2020	Lina Konstantinopoulou	Update Executive Summary
1.0	12/10/2020	Lina Konstantinopoulou	Final for Submission

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Executive Summary

The Deliverable D3.2 Leaflet on Technical Justification for Network wide Road Assessment is drawn from SLAIN Deliverable D3.1 and consists of an overall review of the different road risk assessment approaches, focusing specifically on “black spot”, route safety and network-wide road assessment, the techniques by which these approaches are implemented, as well as the primary principles and features of each approach.

On higher order road networks (such as the TEN-T, or national strategic roads, a proactive road assessment approach is recommended in accordance with other international guidance every 5 years. These relatively short networks carry such high volumes of traffic that this thorough approach along with an annual blackspot surveillance programme, is commensurate with the level of investment necessary. This allows various investment package scenarios to be modelled at a network wide level, allows the setting of (and monitoring against) road safety infrastructure performance metrics (as proposed by the WHO), and tracking and modelling of progress towards short term casualty reduction goals and longer term road safety ambitions (e.g. towards zero road deaths by 2040 or 2050).

On lower order networks with roads carrying above 5000 AADT, a three-step approach is recommended:

- As initial step it is important to perform an iRAP Crash Risk Map of the network, where the higher risk or higher potential return routes will be identified.
- The second step, according to the available resources, focuses on the most critical routes. The route assessment may be performed through iRAP Star Rating which provides detailed information about risk along the routes, an estimation of where fatal and serious injuries are likely to occur in the future and an initial Safer Roads Investment Plan.
- In the third step, development of a user defined investment plan (UDIP) is required and this may be focused where the greatest concentration of fatal and serious injuries are expected, where risk is high and where countermeasures show initial good returns in the iRAP model. It is important to apply local knowledge and engineering judgement to the iRAP model recommendations to ensure that the UDIP is practicable and appropriate to local conditions and practice. Since this step is the most resource consuming, it is of the decision makers’ benefit to assign it only where the interventions are likely to offer the highest Benefit to Cost Ratio.

So, to upgrade the road safety performance of a network, a top-down approach should be followed, narrowing the area of application, from a network to a road section level through well documented and worldwide accepted techniques.

The full report was coordinated and prepared by RSI Panos Mylonas within the framework of the EC CEF SLAIN project NEA/CEF/TRAN/M2018/179967 and a detailed report is available upon request.

1 SLAIN: Leaflet on Technical Justification for Network wide Road Assessment

The Leaflet on Technical Justification was generated from SLAIN deliverable D3.1 categorised posts on the EuroRAP website. The Leaflet has also been posted on the EuroRAP website with a reference to the SLAIN project.

Below a screenshot of the first and last page.



The Leaflet is sent separately along with this report.

Enjoy the reading.