



Risk Assessment on Danube Area Roads: **RADAR** project

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DANUBE REGION TRANSPORT
DAYS

RADAR – Risk Assessment on Danube Area Roads

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LJUBLJANA, 04 DECEMBER 2018



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Danube region road network challenges



“European border”

Low density

Disconnected

Long secondary and tertiary network

Lower GDP/average EU

Lower maintenance standards

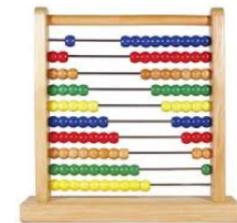
Lower volumes – higher speeds

High FSI rates

SENSoR's (2012-2014) Headline results – scale of need

Typically 50-70% of roads in individual countries score 1 or 2 stars (least safe) for vehicle occupants

More than 4,800 pedestrian crossings surveyed, 2,150 (44%) were of poor quality



Commonly, pedestrian activity expected on >40% of networks; footways generally available on <10% of the network

To improve situation RADAR is having Safe System Approach at its heart:



5* drivers

5* cars

5* roads

Project identity

2nd Call
DTP



June 2018
May 2021



Better connected and
energy responsible
Danube region



1.523.064
ERDF



210.307
IPA



96.262,5
ENI

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RADAR Partnership

RADAR – Risk Assessment on Danube Area Roads



...to **improve the road infrastructure safety** in the region by **raising capacity** and **enhancing transnational cooperation** in the sector for all road users .

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Project partners partners

Associated Strategic

European Insitute for Road Assessment - EuroRAP	EIRA - EuroRAP	SLOVENIA	Ministry of Infrastructure, Slovenian Infrastructure Agency	DRSI	SLOVENIA
Automobile and Motorcycle Association of Slovenia	AMZS	SLOVENIA	Croatian Roads, a limited liability company for management, construction and maintenance of state roads	HC	CROATIA
University of Zagreb, Faculty of Transport and Traffic Sciences	FPZ	CROATIA	National Motorway Company, Ltd.	NDS	SLOVAKIA
KTI Institute for Transport Sciences Nonprofit Ltd	KTI	HUNGARY	Public Company Roads of Federation of Bosnia and Herzegovina	JP CESTE	BOSNIA AND HERZEGOVINA
General Automotoclub of the Czech Republic	UAMK	CZECH REPUBLIC	Ministry of Transport and Road Infrastructure	MTID	MOLDOVA
Bulgarian Association for Road Safety	BBARS	BULGARIA	South East Europe Transport Observatory	SEETO	SERBIA
Austrian Road Safety Board	KfV	AUSTRIA	The Road and Motorway Directorate of the Czech Republic	RMDC	CZECH REPUBLIC
Bosnia and Herzegovina Automobile Club	BiHAMK	BOSNIA AND HERZEGOVINA	European Union Strategy for Danube Region Priority Area 1b - Road, Rail and Air links	EUSDR PA1b	SLOVENIA
Rotondo	Rotondo	SERBIA	Ministry of Transport and Maritime Affairs	MTMA	MONTENEGRO
Automobile Club of Moldova	ACM	MOLDOVA	Road Infrastructure Agency (at the Bulgarian Ministry of Regional Development and Public Works)	RIA	BULGARIA
			National Company For Roads Infrastructure Administration	CNAIR	ROMANIA

Methodology used in RADAR

Developed by world-leading road safety research agencies

Simple and objective measure of the safety of road infrastructure in urban and rural areas

Unique international methodology - Comparable results

Pedestrian, Bicyclist, Motorcyclist and Vehicle Occupant Star Ratings

Star Rating targets for policy and design

<http://www.irap.org/about-irap-3/methodology>



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Project Objective

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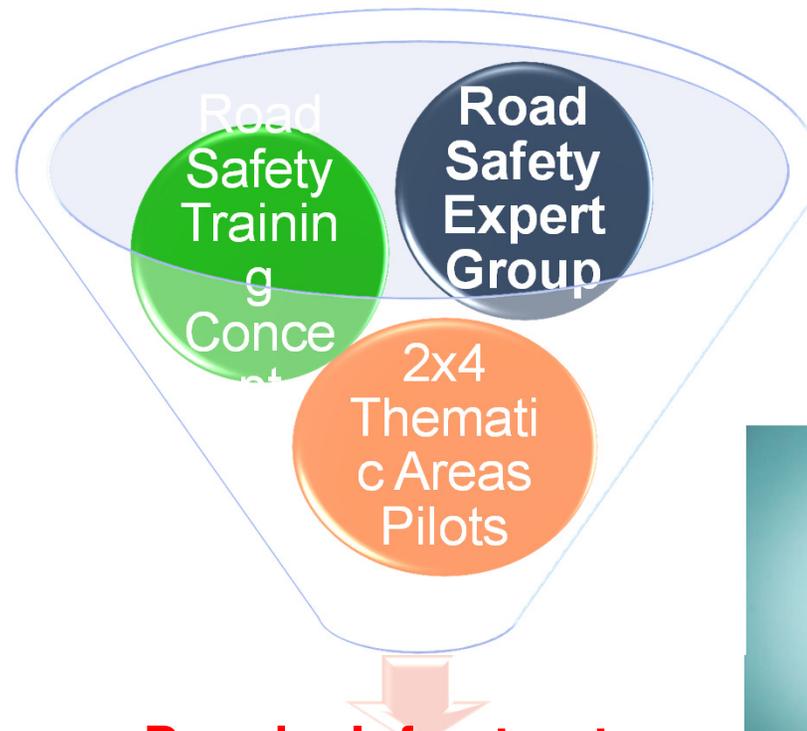
-**Identify risk** on road network and define cost-effective solutions to reduce risk by **improving road infrastructure**.

-**Enhance transnational cooperation** between stakeholders to build strategy that will save lives on roads.

-Establish **training courses** and **implement study visits** for road safety professionals.

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Project outputs



**Danube Infrastructure
Road Safety
Improvement Strategy
and Action Plan**

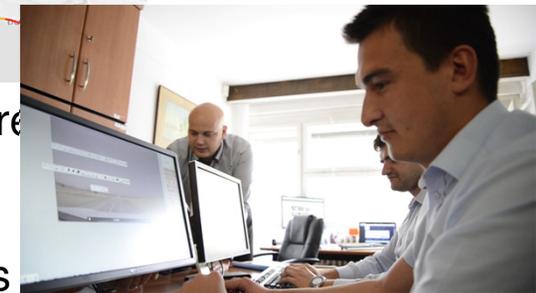
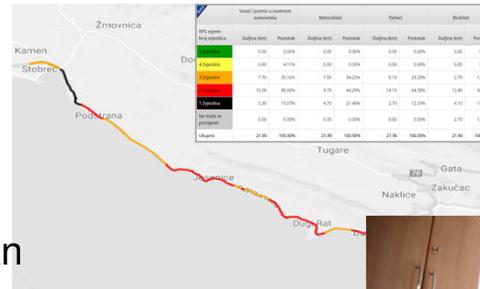


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Road Safety Training Concept

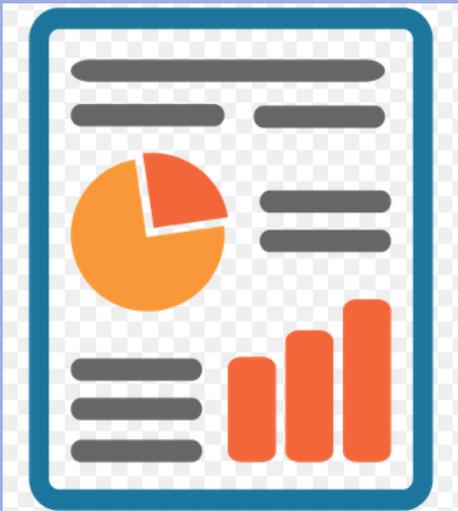


- Training curricula
 - Survey
 - Status Report
 - Syllabus and Plan
- Translations of material and Software
- Training Courses
- Best Practice exchange Study Visits



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Status report



Based on questionnaires completed by PP

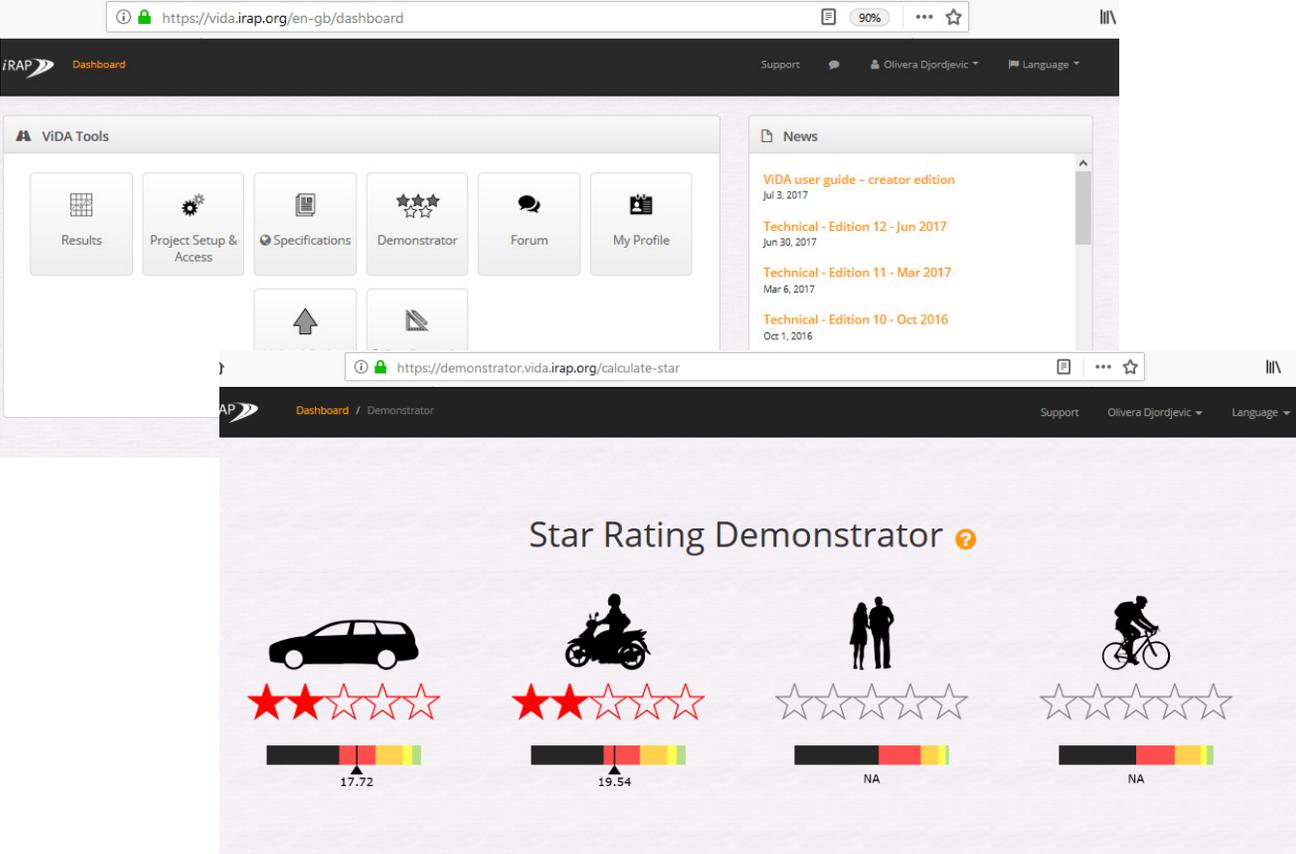
- Safety Statistics
- Description of network
- Description of road competencies (national/regional/local)
- Description of budgets and procedures
- Policy and targets description



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Material and software translations

<https://vida.irap.org>

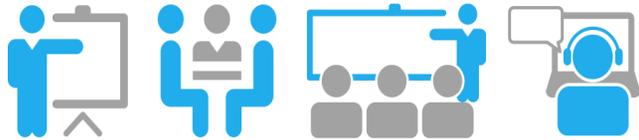


The image shows two overlapping screenshots of the iRAP website. The top screenshot is the dashboard at <https://vida.irap.org/en-gb/dashboard>, featuring a navigation menu with options like Results, Project Setup & Access, Specifications, Demonstrator, Forum, and My Profile. The bottom screenshot is the 'Star Rating Demonstrator' tool at <https://demonstrator.vida.irap.org/calculate-star>. It displays four categories: Car (17.72), Motorcycle (19.54), Pedestrian (NA), and Cyclist (NA). Each category has a star rating and a corresponding icon.

Category	Star Rating	Score
Car	4 stars	17.72
Motorcycle	4 stars	19.54
Pedestrian	0 stars	NA
Cyclist	0 stars	NA

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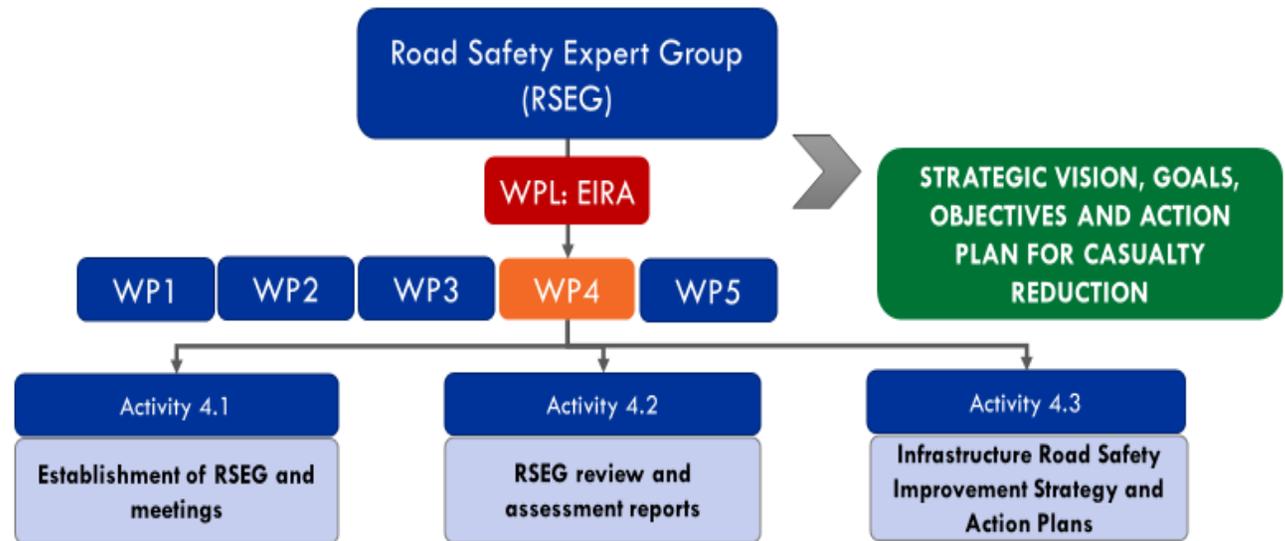
Syllabus and Training Plan



- To increase knowledge and skills and encourage transnational use of a common methodology
- 5-day training courses 3-day training with translated material followed by 2-day webinars focused on the Thematic Areas
- Courses will focus on:
 - Star Rating Roads for Safety
 - Road Assessment Methodology
 - Safer Roads Investment Plans and how to invest based on best cost benefit ratio
 - Use of innovative software (ViDA) to select road safety countermeasures and match them to existing budgets.
- Thematic Areas:
 - Safer Road Investment Plans
 - ITS
 - Vulnerable Road Users
 - Road Safety near Schools

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Road Safety Expert Group



First meeting of RSEG in March 2019 in Ljubljana

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Road Safety Expert Group



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Pilot actions

Implementation-ready road layout concept plans

- Practical examples – results of transnational learning activities
- 2x4 Pilot Actions
- Pilots evaluation will feed into DIRSIS and Action Plan



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RADAR Communication Activities

DIGITAL LANGUAGE @RADARproject

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#RADARproject in digital world

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Project objectives

Interview with John Dawson,
EIRA, EuroRAP

Promotion material

Social media



Large parts of the Danube road network rate poorly for safety, particularly for vulnerable road-users, and death rates in many countries are higher than the EU average. Many countries lack professional capacity and approaches to the problem vary.

The project RADAR will implement learning and transnational cooperation activities to help the relevant organisations in the Danube area to identify risk on their road networks and help them reduce risk systematically by improving road infrastructure and roads' layout.

Read project objectives from [here](#).

The project RADAR is tackling the differences in road infrastructure safety levels between western and eastern EU countries. It will contribute to improving knowledge and capacities of all involved stakeholder in the Danube region to successfully address the road infrastructure safety. RADAR project will facilitate transnational knowledge and best practice sharing processes and make ready-to-use tools for improvements available in all national languages to governments in participating countries.



Start date
01-06-2018

End date
31-05-2021

Budget in Euro
Overall: 2152510
ERDF Contribution: 1523064
IPA Contribution: 210307
ENI Contribution: 96262.5

Call number
Call 2

Priority
Better connected and energy responsible Danube region

Specific objective
Support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas

7 news

2 newsletters

1 interview

- Interview with John Dawson, Board Director, EIRA, EuroRAP

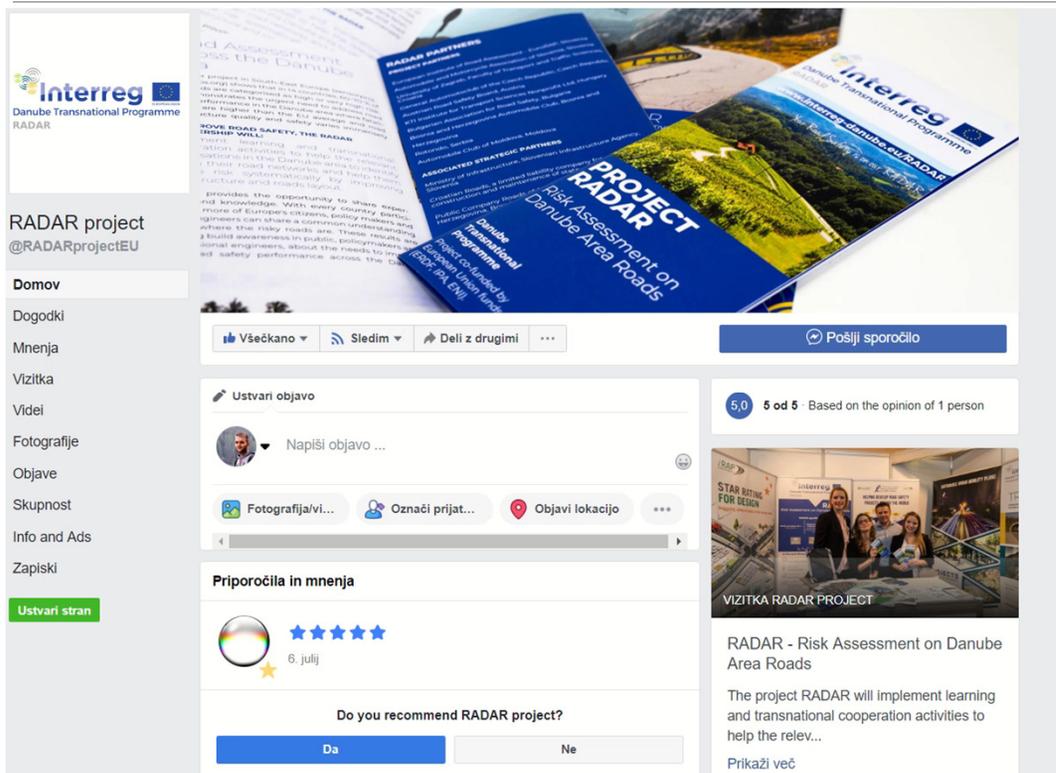
Official promotion material

Official
website

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#RADARproject in digital world



PROJECT RADAR
Risk Assessment on Danube Area Roads

RADAR PARTNERS
ASSOCIATED STRATEGIC PARTNERS
PROJECT GOALS

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1st Danube Road Safety Conference

October 24, 2018
Dubrovnik, Croatia



Participants of the conference

- More than **60 transport stakeholders**

Non-governmental organisations

- **10**

Universities and national public authorities

- **1**

Ministries and Road Authorities

- **4**

International Organisations

- **5**



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THANK YOU FOR YOUR
ATTENTION