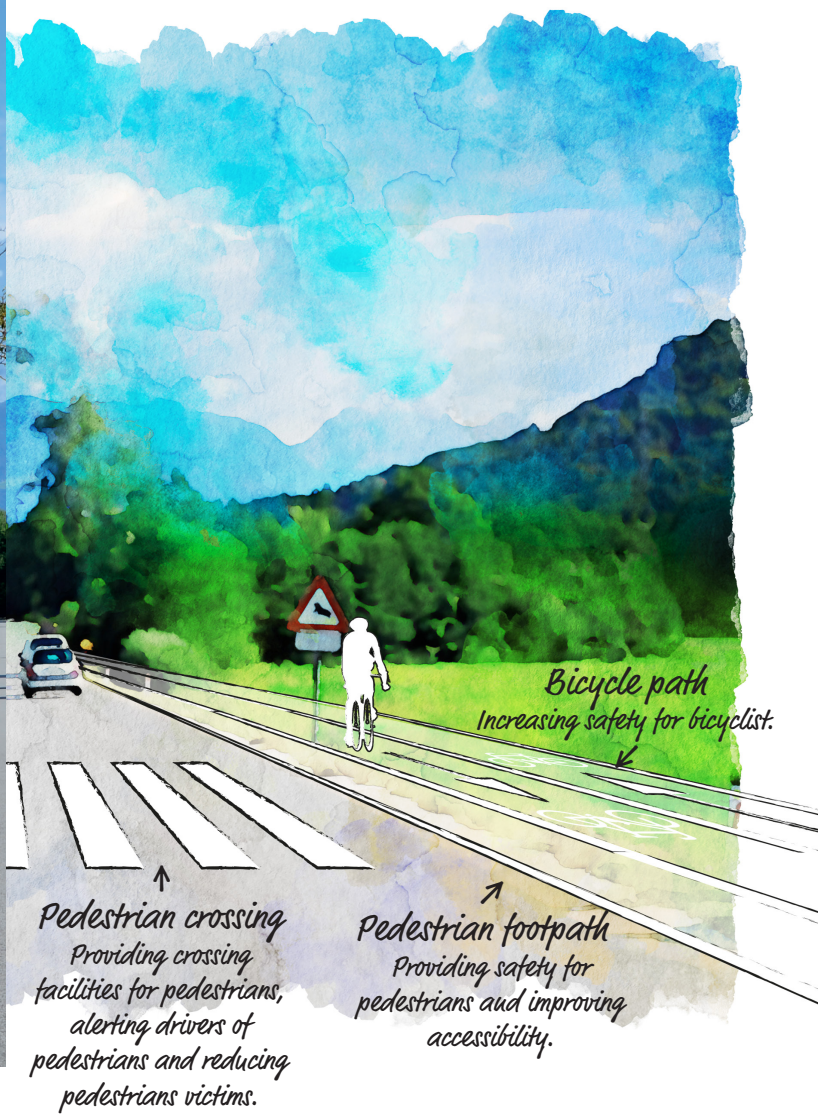

Better Provisions for Vulnerable Road Users (VRUs)

Of all journeys in EU countries, up to 40 % are travelled by cycle or on foot.

Focuses on locations where successful countermeasures for VRUs have been implemented and locations where the best opportunities exist to implement future countermeasures.

VRUs road fatalities in EU countries
Years 2010 to 2018

	Total EU	Urban areas
	71%	**30%**
	72.5%	88%
	29%	**70%**
	27.5%	12%

Interreg
Danube Transnational Programme
RADAR

Better Provisions for Vulnerable Road Users

Because Your Road Safety is on our RADAR.

Are roads safe enough for vunerable road users?

- **92 %** of roads where pedestrians cross and traffic flows at 40 km/h or more have no pedestrians crossing facilities.
- **91 %** of roads have no bicycle lane.
- **88 %** of all roads are only 1-2 stars for pedestrians and cyclists.
  - High speed of traffic
  - Inadequate crossing facilities
  - Lack of pedestrian crossing opportunities
  - Large number of lanes to cross
  - Complexity and unpredictability of traffic movements at intersection
  - Lack of pedestrian's infrastructure along the road
  - Inadequate separation from traffic
  - Poor crossing sight distance

Why not?

29%

Pedestrians and cyclists account for 29 % of all road user deaths in the EU.

51.300

At least 51,300 pedestrians and 19,450 cyclists killed on EU roads between 2010 and 2018.

70%

For 2018, 70 % of total fatalities in Europe in urban areas happened with vulnerable road users, with 12 % of them being cyclists.

ABOUT RADAR PROJECT

9 Project Partners

11 Associated Strategic Partners

12 Countries across the Danube area and UK

www.interreg-danube.eu/RADAR

Use **@RADARprojectEU** to talk to us!

RECOMMENDED BY RADAR PROJECT

Recommendations for state governments/ministries/ agencies:

- Incorporate the Safe System Approach.
- Develop a unified protocol for assessment of the crash risks of VRUs.
- Ensure that countermeasures selection, prioritisation, and implementation process is based on official and internationally acknowledged methodology.
- Define a national minimal standard threshold values of relevant road safety indicators based on which high-risk road sections for VRUs will be identified.
- Ensure that funds are invested in low-cost, high-impact countermeasures, by considering the concepts of tactical urbanism and space-wise planning.
- Develop and link datasets on road traffic accidents, traffic volume and road network.
- Try to link the police database on road traffic accidents with hospital data to minimize the under-reporting issue.
- Raise public awareness to improve the traffic culture.
- Share knowledge with demonstrations of good practices and approaches.

Recommendations for local governments:

- Ensure that results obtained by road safety assessments performed at local level are standardized and comparable.
- Start systematic, high-quality road safety data collection and analysis to plan investments on most critical locations.

Recommendations for road authorities:

- Use the official, standardized, objective methodology for selecting most critical locations for VRUs with highest potential savings.
- Ensure that provisions for VRUs are selected based on the operating speed of traffic flow and peak-hour flow volumes.
- Periodically collect relevant supporting data on characteristic locations on the road network and update relevant databases.
- Periodically perform analysis of effectiveness of implemented countermeasures for VRUs.
- Engage all stakeholders in the process of the road design.

Project co-funded by European Union funds (ERDF, IPA, ENI).

Interreg
EUROPEAN UNION
Danube Transnational Programme
RADAR