

Reducing road deaths on rural roads

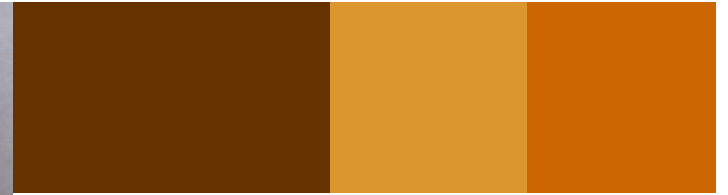
5th Road Safety PIN Report
2010 Road Safety Target Outcome



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Swedish Transport Administration





















A rural road can have
many different designs,
qualities and restrictions

Darkness



Weather restrictions...



Speed limits



Enforcement



Speeding...



Enforcement



And all kind of road
users...











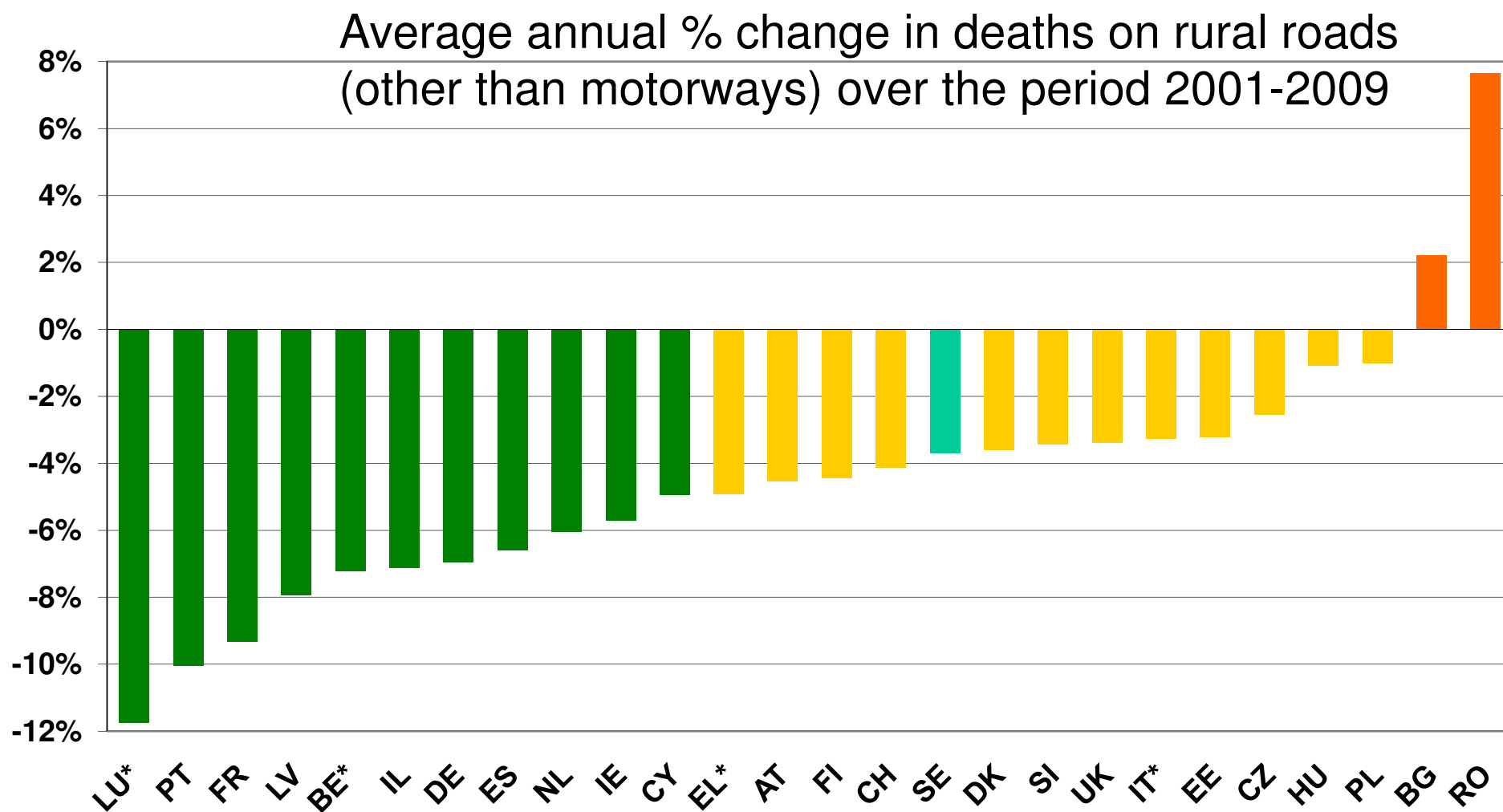




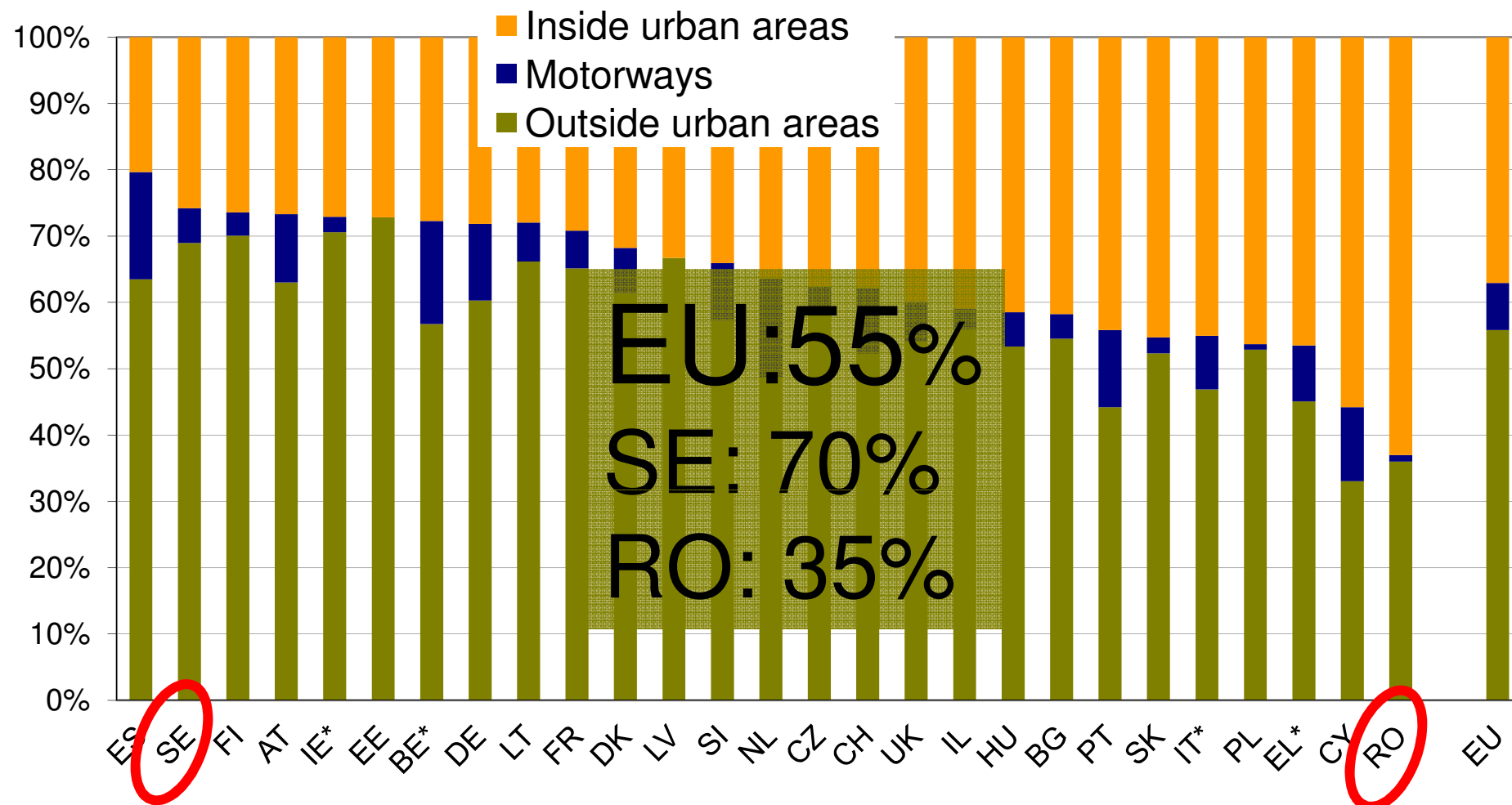




Reduction in deaths on rural roads 2001-2009

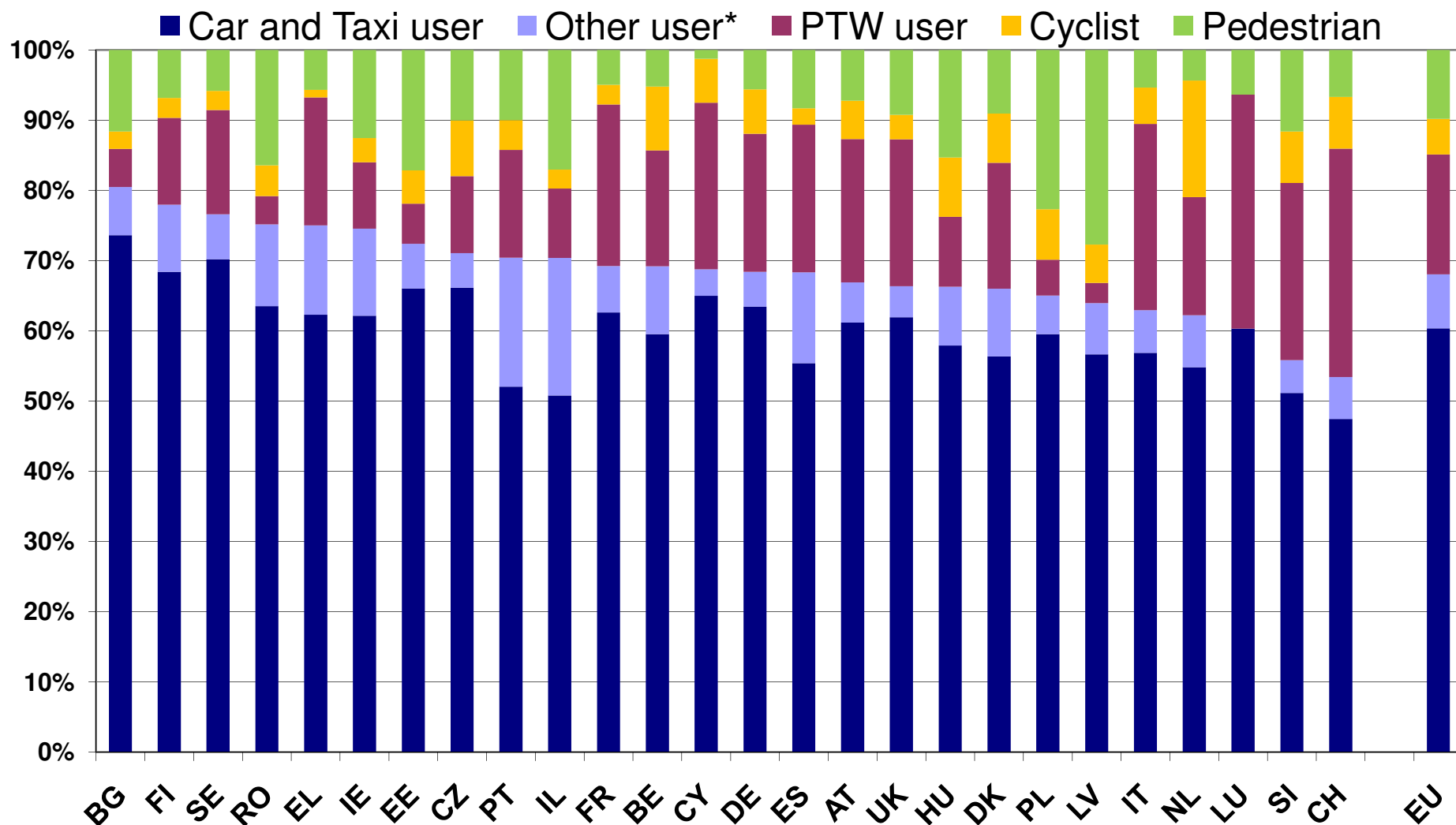


55% of all road deaths occur on rural roads



% share of road deaths per road type (2007-2009 average) ranked by the % share of deaths on rural roads and motorways taken together

32% of people killed on rural roads are vulnerable road user



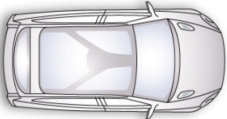
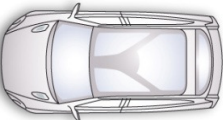

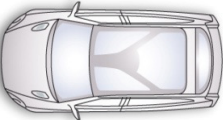

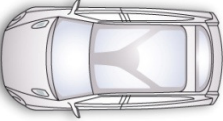
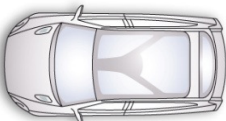
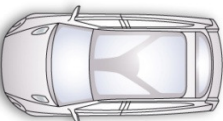

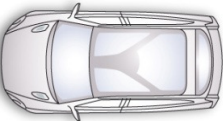
Deaths on rural roads by road user group

Three main solutions in SE for enhanced safety on rural roads

1. 4000 km middle barriers (mainly “2+1-roads”) for roads limited to 100km/h
2. A modern speed camera system on roads limited to 70-90km/h with high traffic volumes
3. Speed limits adjusted to road safety standard



Shared responsibility / Boundary conditions

					Contribution passive safety	Contribution active safety
80		↔		Head-on	60	20
40		←		Pedestrians	10	30
70		←		Side	55	15
△ 40		←		Rear-end	△ 20	△ 20
110		←		Large animal	80	30

Challenges for safer rural roads

Barriers
(middle, side)
> 80km/h

Vehicle &
Infrastructure
cooperation

Speed
management

Traditional
investments, ex.
VRU separation

And we should think:

“Roads that cars can read”