

WEBINAR WILL
BEGIN AT 14:00

agilysis



RURAL ROAD RISK - WHAT
ARE THE BIGGEST ISSUES
ON OUR COUNTRY ROADS?

RICHARD OWEN AND GUESTS



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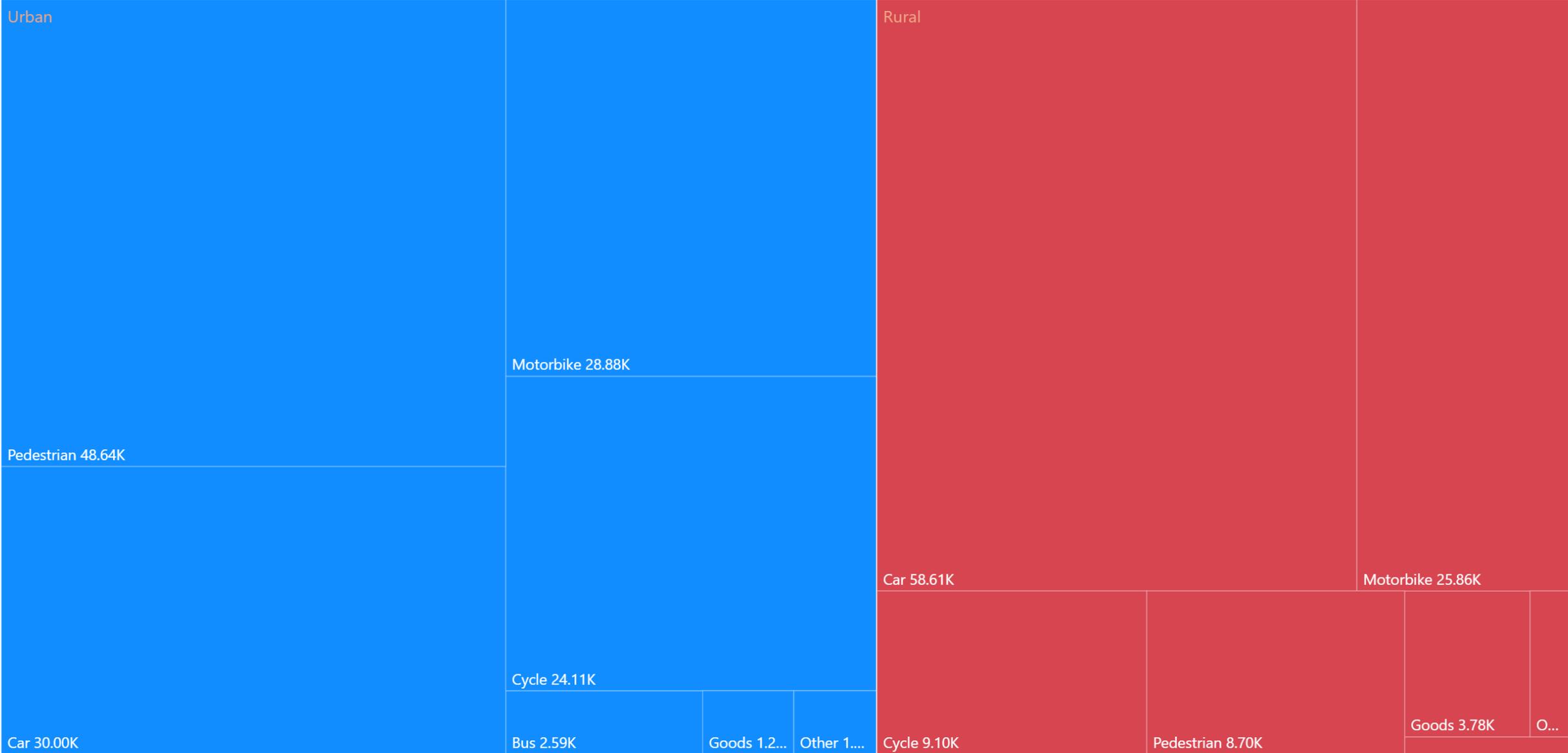
WEBINAR SUPPORT

- Please use the Q&A Section to ask questions – We will answer as many as we can
- This is being recorded and will be available to review shortly
- The PDF slides are also available

- Previous webinar topics
 - Leadership in road safety
 - Safe System principles
 - Understanding risk with STATS19
 - Route Analysis
 - Managing Speed and Compliance
 - How do we rapidly prepare our urban roads for the forthcoming mobility revolution?
- Now looking specifically at rural roads

- Suzy Charman (Road Safety Foundation)
- Neil Greig (IAM Roadsmart)
- Teresa Ciano (GoSafe Wales)
- Tanya Fosdick (Agilysis)

KSI Casualties on GB Roads 2009 - 2018



- Who is at risk?
- Are the roads the problem?
- What are the 'dangers' motorists face?
- What interventions can be successful?



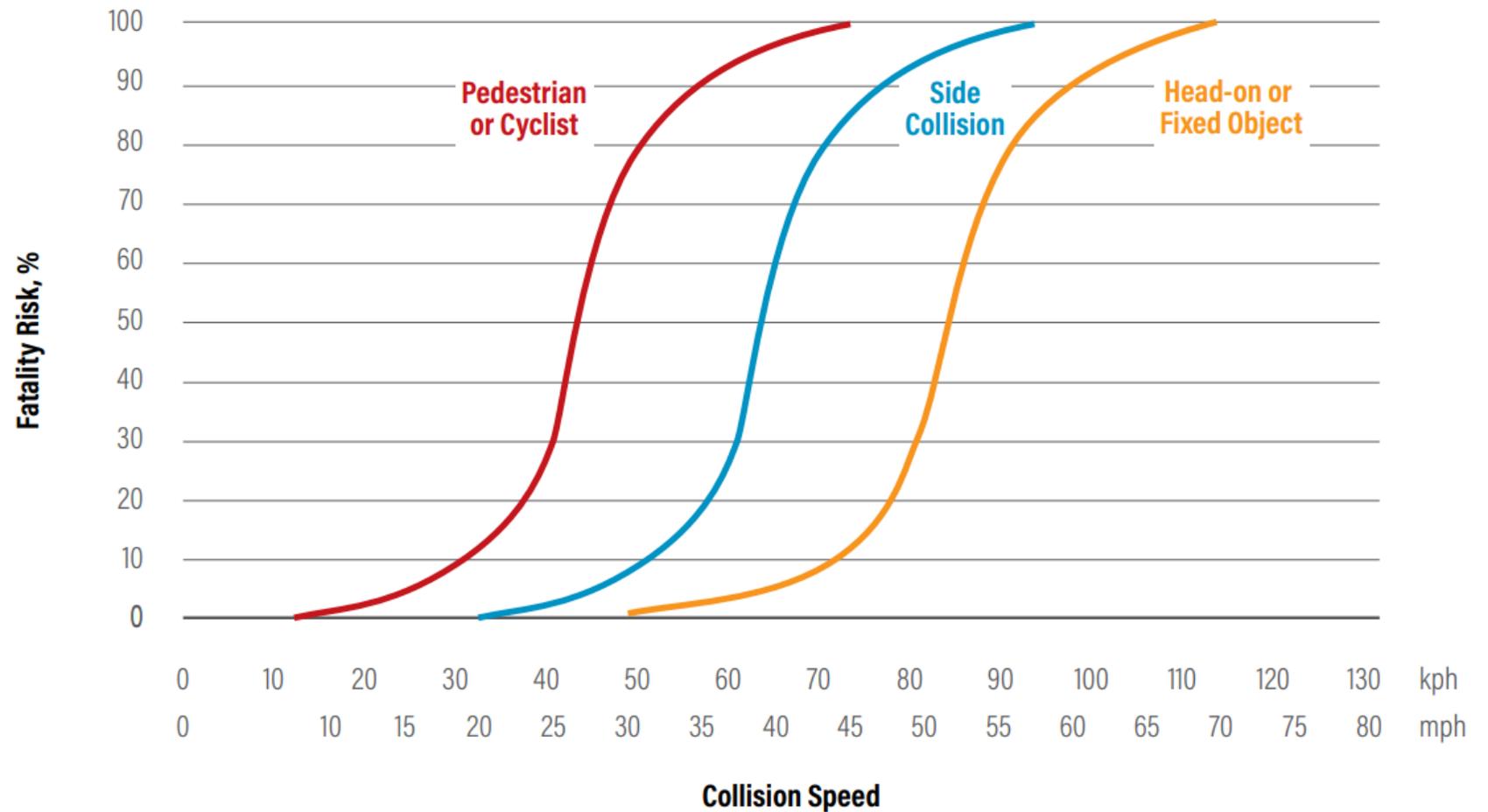
- What is a safe speed on our rural roads?
- How can we achieve compliance

- Poll – What should the National Speed Limit be?

SAFE SPEEDS - SETTING LIMITS



Setting speed limits based on the safe system principles, meaning that speed limits are set to ensure that when crashes do occur, the resultant crash forces are survivable by most people



Source: Wramborg (2005).

FRANCE'S – SPEED LIMIT CHANGE

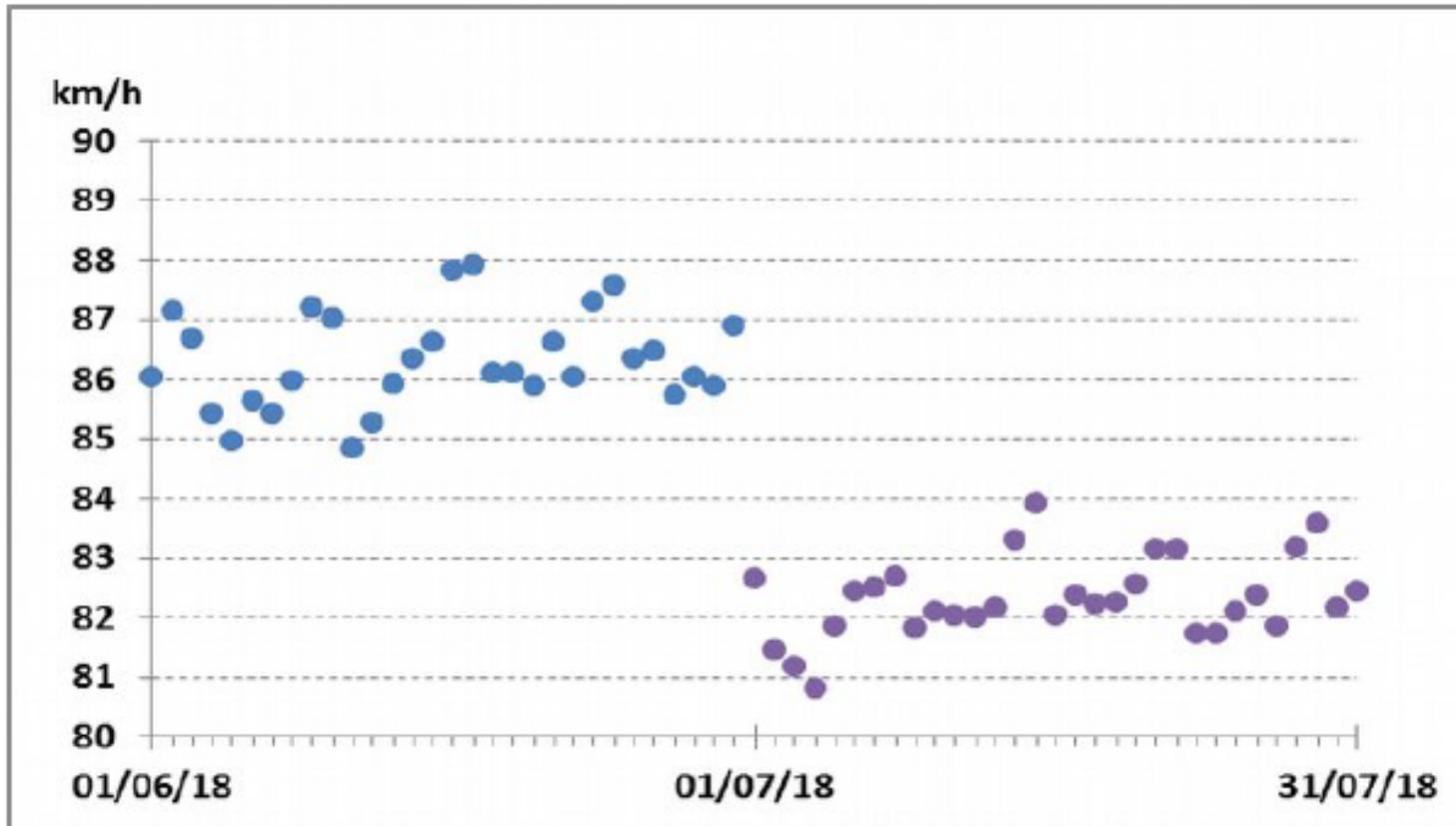
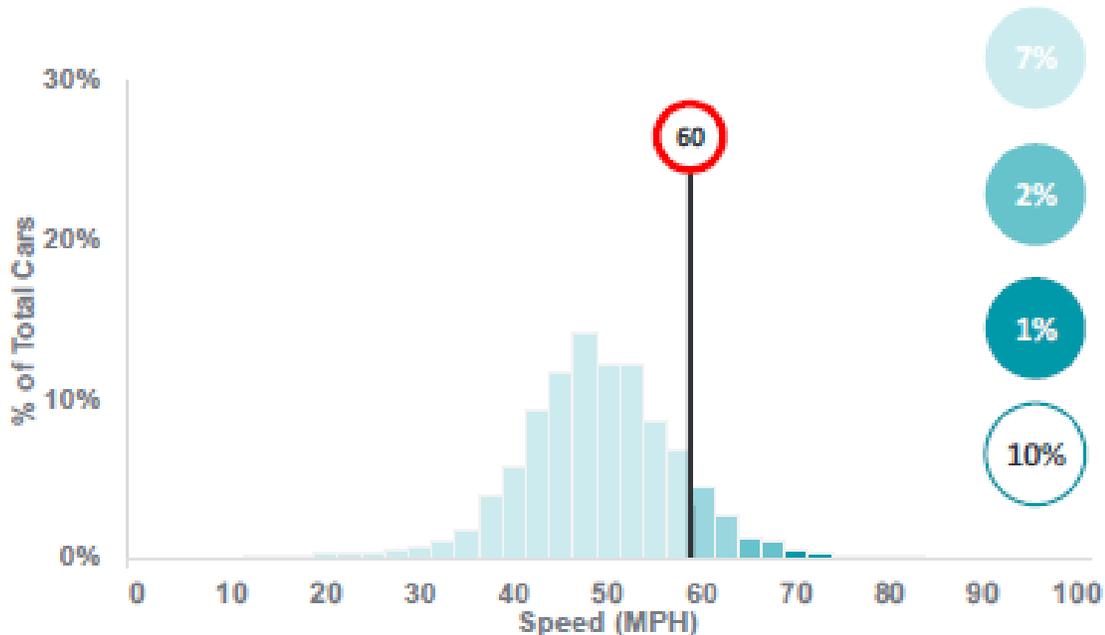


Illustration 1 : Évolution des vitesses moyennes journalières des véhicules légers durant les mois de juin et juillet 2018, données recueillies par l'observatoire VMA80 (Source : Cerema)

- **A sudden drop** of light vehicles driving speeds from the very **1st July 2018**, although it was a Sunday
- The decrease on average driving speeds for light vehicle and heavy goods vehicles :
 - -3.9 km/h for cars between June and September 2018
 - -1.8 km/h for HGV between June and September 2018

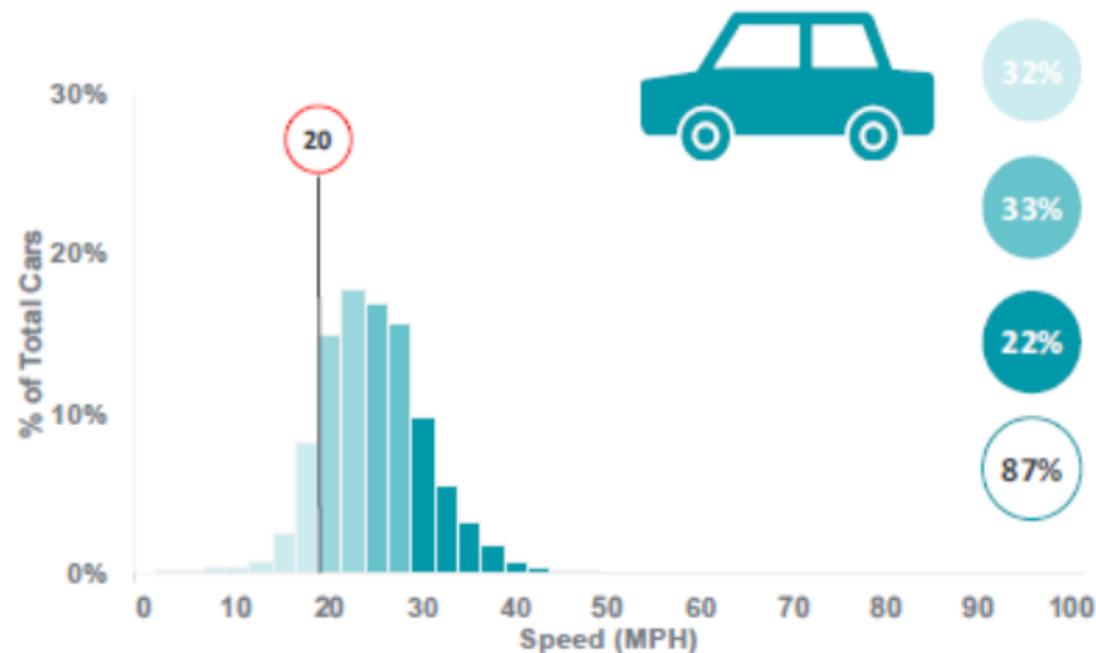
Daily average speeds in June (before) and July (after) 2018 on the network impacted by the 80 km/h on 1st July

Single Carriageways



← 60mph – widespread compliance

20mph – widespread non-compliance →



- What is a safe speed on our rural roads?
- How can we achieve compliance

- Poll Results – What should the National Speed Limit be?







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Road users – Who uses the rural road network and for what purpose. Who is more at risk?

- Age
- Vehicle Type
- Locals / Outsiders



What impact with COVID19 have on rural road use

- Speeds
- Cyclists
- Pedestrians
- Change in users



- On 30mph speed limit roads, a reduction in flow of 1,000 vehicles increases **average speeds** by **1.27mph** (95% confident between 1.21 and 1.32).
- On 60mph speed limit roads, a reduction in flow of 1,000 vehicles increases **average speeds** by **4.24mph** (95% confident between 4.03 and 4.44).
- On 30mph speed limit roads, a reduction in flow of 1,000 vehicles increases the proportion of vehicles **more than 15mph** over the speed limit by **12.1%** (95% confident between 11.6% and 12.6%).
- On 60mph speed limit roads, a reduction in flow of 1,000 vehicles increases the proportion of vehicles **more than 15mph** over the speed limit by **725.1%** (95% confident between 555.9% and 900.8%).

What impact with COVID19 have on rural road use

- Speeds
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- Pedestrians
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