

## Executive Summary

The fifth meeting of PIARC Technical Committee C.2 (Design and Operations of Safer Road Infrastructure) was held in Ottawa, Canada from Thursday April 19 to Saturday April 22, 2018. 17 committee members were in attendance comprising delegates from Australia, Canada, Malaysia, Slovenia, Austria, Sweden, Italy, Finland, UK, France, Mexico, China and Japan.

The meeting was held in conjunction with the Transportation Association of Canada (TAC) spring meeting which ran from April 18 to April 22, 2018. The TAC meeting included both national and international representatives of public and private organisations, including representatives from the countries of the Latin American Region, to foster dialog and exchange of knowledge, ideas and experience related to road safety in Canada.

The primary focus of the TC C.2 meeting was to report progress on the work program of the three working groups including a refinement of set deliverables, review of case study examples and delegation of tasks to be completed before Abu Dhabi. Work is progressing for finalisation prior to the World Road Congress in Abu Dhabi 2019 and a number of intermediate deliverables have been identified.

The committee is broken up into three working groups looking at issues around:

- Vulnerable road users
- Human factors and design
- Setting credible speed limits
- Developing a catalogue of design, operations and maintenance safety problems and potential countermeasures for Low Middle Income Countries
- Road Safety Audit guidelines



The next Technical Committee meeting was proposed to be held in Beijing, China, October 2018 in conjunction with the Technical Committee C.1.

## Background

The goal of strategic theme C is to improve the safety and efficiency of road transport, including the movement of people and goods on the network, while effectively and widely promulgating knowledge of all aspects of road safety and encouraging implementation of positive practices.

Technical Committee C.2 continues to focus on issues pertinent to vulnerable road users, driver distraction and fatigue, and how human factors should be considered in road design and operations. The work will be incorporated into the RSM and also lead to Road Safety Audit guidelines taking into account conditions for low and middle income countries.

Evan Coulson is nominated as part of work group 2 looking at issue C2.2 human factors and design and C2.3 setting credible speed limits.

## Program Status

In order to contribute to the improvement and upgrading of the PIARC RSM, TC C.2 is working on the following points:

- Collecting case studies
- Identification of possible cross references between the RSM and other PIARC publications
- Identification of relevant content from RSM Ed 2003 for incorporation into revised RSM

Following analysis of all case studies, we have found a significant relationship between them. Therefore, it is proposed that the three issues related to case studies' collection for 2.1, 2.2 and 2.4 be combined. This will result in final deliverables to meet the ToR as follows:

1. Case studies – VRU, HF and LMIC – One combined report
2. Setting credible speed limits – new technical report
3. RSA review – technical report
4. Road Safety Investigation Guideline – technical report which was proposed by TC C2 at Rome meeting
5. TC C2 Input for RSM: 9 case studies for inclusion using template of TC C1

During the meeting, we appointed reviewers for all deliverable including myself and Yoshiyasu Murashige for the Catalogue of Case Studies. TC C.2 also agreed on the following intermediate deliverables:

1. "Road Safety and Infrastructure's Role in the Transition to Automated Driving Systems" (WG 2/3, Lorenzo Domenichini): First draft available on TC C.2 workspace, TA is asked for follow-up with STC and GS and to report back to TC C.2
2. "Statistics on VRUs When Existing Design Standards are Used" (WG 1, Per Andersson): Almost completed, format of publishing will be discussed with Marina
3. "Safety Aspects and Challenges for Motorcyclists" (WG 1, Antonio Granado Pérez): Almost completed, format of publishing will be discussed with Marina

## Meeting Outputs

The prime outputs of the meeting were the clarification of the work plan and committed outputs including defining the extent of review for RSM and finalisation of reports for publication of a catalogue of case studies and inclusion within RSM.

## Learnings for Australia and New Zealand

Collation and publication of case study examples from around the world will not only benefit LMIC but provide examples for Australia and New Zealand to consider adapting treatments to local conditions to address road safety issues.

The technical report on 'Setting Credible Speed Limits' will provide useful concepts that should ultimately influence Australian and New Zealand practice of setting speed limits to include the consideration of operating speed and the Human factors.

## Benefits from Other Associated Activities

Throughout the meeting, we attended multiple presentations by Canadian guest speakers, on the topic of road safety and road design guidelines. TAC, which has similarities to Austroads in both objective and stature, has many challenges and projects that are common to Australia and New Zealand.

We visited the Transport Canada's Motor Vehicle Safety Investigation Laboratory (photo below), where we were given a tour of the site and could observe recent tests and results. The laboratory investigates potential vehicle defects that have been reported by members of the public and determines if a recall or rectification plan should be created by the vehicle manufacturer.

In addition, we attended the Transportation Association of Canada (TAC) conference, which included sessions on road design and road safety, including workshop sessions on the TAC technical guidelines and their application of Safe System.



## Conclusions and Recommendations

The working groups will continue to meet at TC meetings and via WebEx meetings. The next Technical Committee meeting is proposed to be held in China, 15-19 October 2018.

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