



# **CEDR Transnational Road Research Programme Call 2012**

## **Baselining Road Works Safety on European Roads (BRoWSEr)**

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## Call 2012: Safety Part 1: Safety of road workers and interaction with road users

Funded by:

➤ Flemish Government, Belgium (Flanders)



➤ Bundesministerium für Verkehr, Bau und  
Stadtentwicklung, Germany



➤ National Roads Authority, Ireland



➤ Norwegian Public Roads Administration, Norway



➤ Swedish Transport Administration, Sweden



➤ Highways Agency, United Kingdom



## Call 2012: Safety

### Part 1: Safety of road workers and interaction with road users

- Objective: To reduce risks to road workers with the objective of Zero Harm
- More information: [www.eranetroad.org](http://www.eranetroad.org)

## Baselining Road Works Safety on European Roads (BRoWSER)

The BRoWSER project supports the Call vision by:

- Enabling national road authorities to understand how, when and where road workers are harmed when working on the roads, and
- Understanding why accidents at road works happen and whether this is influenced by the layout and standards of works

# Baselining Road Works Safety on European Roads (BRoWSEr)

Consortium partners:

- TRL, UK
- BRRC, Belgium
- KIT, Germany
- Trinity College Dublin, Ireland
- ZAG, Slovenia



## **Baselining Road Works Safety on European Roads (BRoWSER)**

- Project coordinator: TRL
- Project budget: €314k
- February 2013 to October 2015
- PEB Project Manager: Mark Pooley,  
Highways Agency, UK

## Project objectives

- To collect baseline data for road worker accidents and incidents (alongside data for road works practices and characteristics)
- To produce a preliminary design proposal for a trans-European road works casualty (EuRoWCas) database, plus a data collection toolkit and recommendations for implementation

## Aim

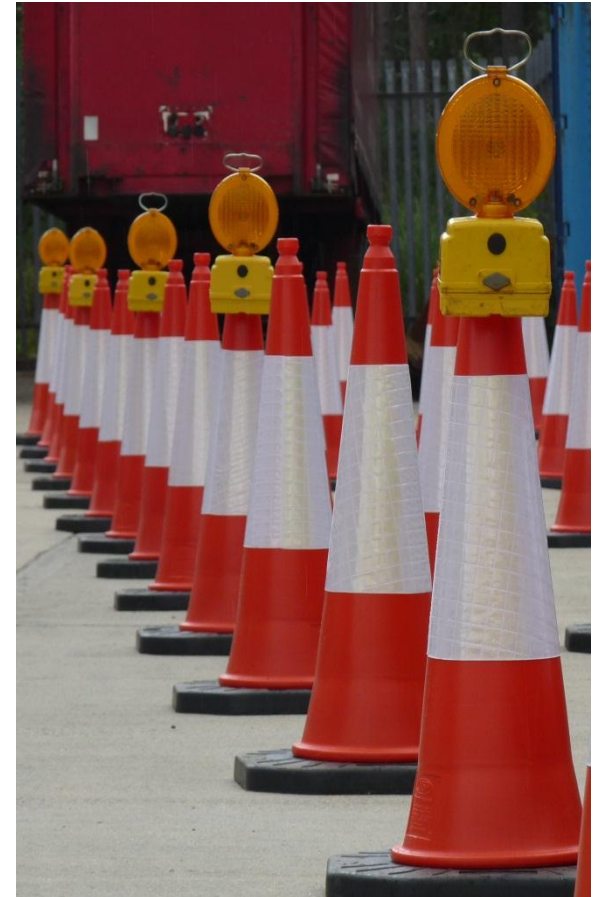
- To help national road authorities take a data-led approach to managing road worker safety
- To provide an initial baseline evidence pool to enable authorities to identify, address and potentially eliminate risks to workers
- This knowledge of how road workers are exposed to risk from accidents is essential for effective safety management as it allows the real risks (rather than those perceived to be the problem) to be managed



## Work Packages 1 & 2

- Work package 1: establishment of the initial benefits case for baseline data
- Work package 2: establishment and definition of the input data requirements respectively

Both work packages completed



## Data framework

For each accident / incident, five datasets are to be collected:

- Time, location and severity
- Overview of casualties, vehicles and equipment involved
- Carriageway characteristics
- Road work characteristics
- Environmental conditions

Plus a further dataset is to be recorded for each vehicle and person involved

## Work package 2

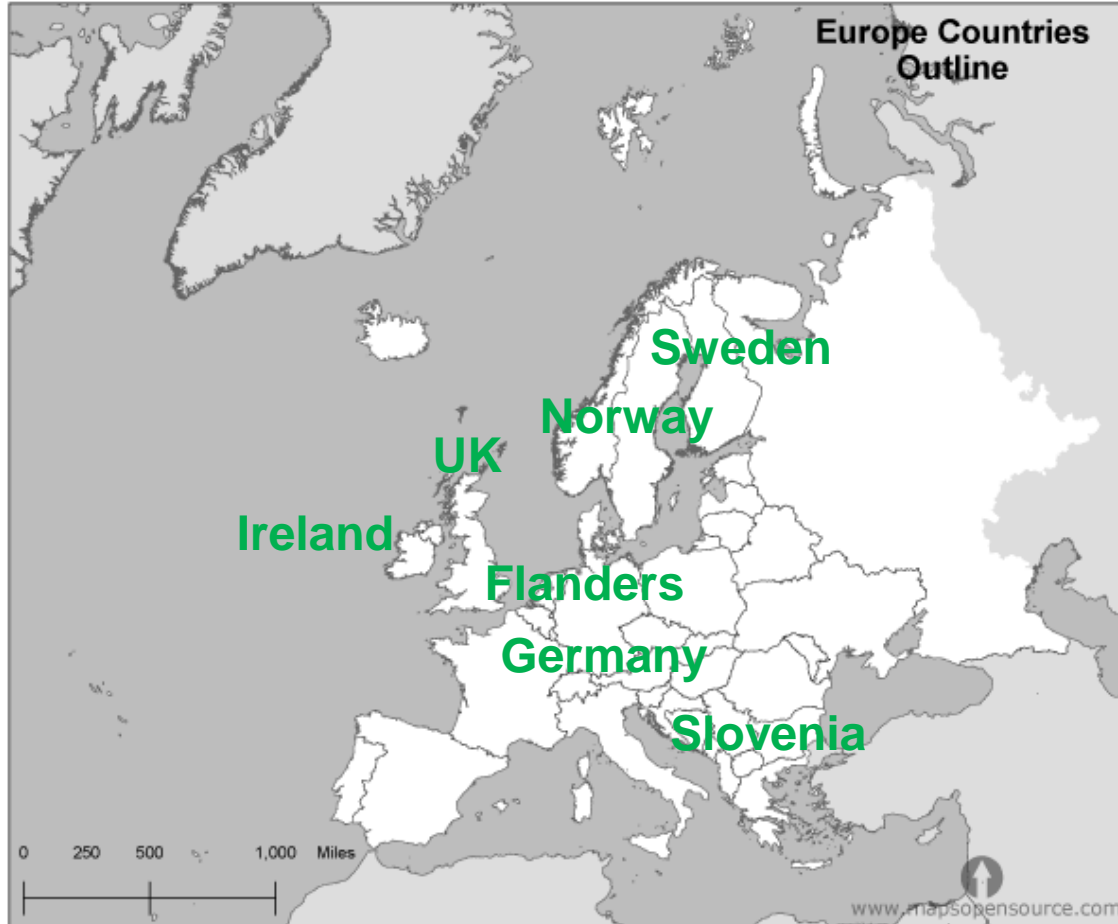
- Deliverable from Work Package 2 details the full proposed datasets to be recorded
- Core field and non-core fields have been identified
- Following completion of Work Package 2, the PEB have requested the inclusion of a three month data collection trial

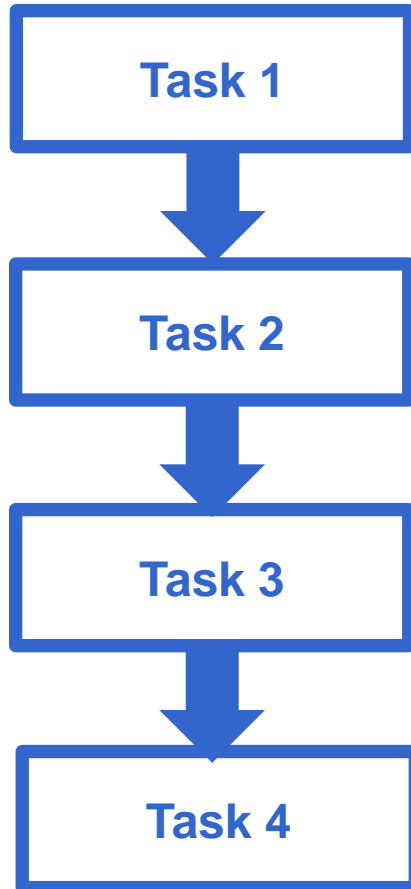


## Data collection trial

- Aim is to collect new road worker injury data over a period of three months
- Hence to assess the feasibility of continuing the data collection on a systematic, pan-European basis
- New data will be collected, rather than historical datasets (although data that are currently collected may be utilised)

## Countries included:





Data collection input design

Country-specific data scoping  
and trial preparation

Data collection trial

Analysis and assessment

## Trial outputs

- Gap analysis against the set of core and non-core data fields for the countries involved in the trial and identification of obstacles to continued data collection
- Recommendation as to the feasibility of continued data collection (including estimation of ongoing costs to NRAs)
- Results of the trial will inform future work packages



## For more information:

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