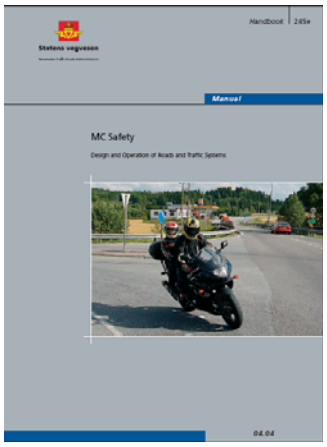
BP2: Highway Features and Policy

Reference: BP2 007	Title of Project:	**Norwegian PTW Safety Handbook for Engineers**
Version: 1	**Website:**	

Brief Description of Project:



The Norwegian Public Roads Administration has produced a design handbook for highway engineers designed to improve PTW safety.

Handbook 245E is a manual providing advice to engineers designing new roads, maintaining highways or developing projects on existing routes. Information for PTW riders and trainers is also provided to assist with the development of a 'risk-aware' riding style.

The handbook encourages riders to report highway defects and includes a single national phone number (175) for reporting problems.

The purpose of producing the manual is summarised as:

> The need for such a handbook is associated with the fact that
> - motorcyclists in Norway run a relatively high risk of accidents compared with Norwegian motorists and compared with motorcyclists in other Nordic countries.
> - the number of MC accidents in Norway has increased the last 10 years as a result of a large increase in the number of motorcyclists.
> - motorcyclists are a vulnerable group of travellers and MC accidents can easily result in severe injuries.
> - road environment measures are often designed based on four-wheeled vehicles. Such measures generally provide a high level of safety also for motorcyclists, but sometimes they can have a negative effect for this road user group.
> - increased awareness and knowledge about MC in planning, construction and maintenance can provide improved traffic safety for motorcyclists.

The advice given in the manual is based on an analysis of Norwegian PTW collision data, which appears to be in good agreement with the results of the MAIDS and DfT in depth studies, with some local climate based differences.

	The manual sets out problems identified by collision data followed by suggested solutions. There is advice for including PTW hazards in safety audit and in planning traffic management for highway construction/maintenance schemes.
Monitoring Data:	The suggested solutions are based on before and after monitoring data from locations highlighted in the manual.
Results:	The suggested remedies appear to have resulted in reduced PTW casualties where implemented.
Key Effective Conclusions:	The guidelines provided in the manual appear to provide good quality, practical advice to highway engineers. Although the language is a little technical in places it also provides useful information to PTW riders and trainers to enable them to be more risk-aware. The specific advice, whilst focused on Norwegian PTW data, appears likely to be effective in many locations across Europe and beyond.
Projects for Comparison:	UK IHIE guidelines (BP2 012). FEMA guidelines. Spanish PTW guidelines. VMAC Guidance Notes (BP2 004).
Justification:	The guidance given in the manual is based on the analysis of collision data. The solutions recommended appear to have a proven record of reducing PTW casualties. The handbook is likely to contribute to eSUM WP3, BP2 objectives by reducing PTW casualties through infrastructure improvements.