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INLAND TRANSPORT COMMITTEE

Working Party on Road Traffic Safety
(Thirty-sixth session, 3-6 April 2001,
agenda item 3 (e))

**AMENDMENTS TO AND IMPLEMENTATION OF THE
1968 CONVENTIONS ON ROAD TRAFFIC AND ON ROAD SIGNS AND SIGNALS
AND THE 1971 EUROPEAN AGREEMENTS SUPPLEMENTING THEM**

Black spot sign

Note by the secretariat

Introduction

At its thirty-fifth session, the Working Party considered a proposal by the European Commission regarding the introduction of a road sign for accident black spots. While some members expressed doubts about the use of such a sign, the Working Party requested the Commission to prepare a more detailed and elaborated proposal for the Working Party's next session and also requested its members to provide any national information regarding the use or experience of such signs in their countries.

National information received from Governments is reproduced below.

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Austria

Austria does not use a special sign for accident black spots. It is the opinion of Austria that black spots once they have been identified call for specific measures. If these measures cannot be taken immediately it may be necessary to warn drivers of the danger of a black spot, but this can - and should be done by using one of the signs A of Annex 3 to the Vienna Convention on Road Signs and Signals. The introduction of a new sign for a "black spot" would not help to give any additional information that could not be expressed by one of the A-signs.

Bulgaria

In Bulgarian legislation there is no special road sign for accident black spots. In some regions of the country, road sections with a concentration of road accidents are signposted by a danger warning road sign with the symbol A 32 "Other dangers". The above road sign may be accompanied by an additional panel with a text in Bulgarian - "Section with concentration of accidents", "Dangerous road section", etc.

Finland

Finland does not use any road sign for accident black spots. In order to draw attention to special circumstances on the road normal road signs are used (danger warning signs).

Georgia

Two years ago in Georgia there was a special Commission comprising the representatives from the Ministry of Interior, Ministry of Transport, Research Institutes, scientists, which was considering this problem and making relevant decisions regarding the use of a sign for accident black spots. Now this issue is under the responsibility of the Ministry of Interior.

Israel

No official sign is in use in Israel for this purpose.

At locations where there has been a concentration of crashes in the past, the local authorities sometimes display warning signs, such as "Caution! Dangerous Intersection" or "Caution! 30 crashes 1997-1999", etc.

The display of such signs on the road is not mandatory and is not promoted by official guidelines for signing. Its effectiveness is highly questionable and lawyers warn that the mere display of such signs on the road may in itself create a legal problem for the local authority.

Israel is not considering at the moment the creation or the use of a special sign/symbol for this purpose.

Malta

Malta introduced the sign illustrated in the annex in 1996 at two locations characterised by a high incidence of serious / fatal injury road traffic accidents. At one location remedial works are now in hand, at the other location highway improvement is constrained, in the short term, by land expropriation and funding problems.

Poland

The signs for accident black spots are included in Polish regulations on road signs and signals as panels to the sign A,32 "other dangers". The attached panels (see annex) mean:

H-23a – accidents with pedestrians.

H-23b – rear-end accidents.

H-23c – accidents with trams.

H-23d – dangerous level crossing.

H-23e – accidents when road surface is wet.

Portugal

The Portuguese public department responsible for constructing and repairing roads (IEP) uses the sign displayed in the annex of the present document.

Romania

Romanian legislation does not make any provision for the use of a sign for accident black spots. Romania is of the opinion that rather than adopting a sign, every effort should be made to eliminate the black spot.

Slovakia

In accordance with the Decree of the Ministry of the Interior of the Slovak Republic No. 90/1997 supplementing the Act on Road Traffic, the following road sign has been used for marking accidents spots:

A vertical information sign D 60 (Local Change in Road Traffic), which through appropriate text and symbol draws attention to the local change in road traffic, change in the management of traffic, unusual construction arrangement etc.

Its panel is a white coloured elongated rectangular with horizontal long side, with a traffic sign A 31 (equal to the sign A, 32 of the Convention on Road Signs and Signals) placed in the centre. The word "WARNING" is inscribed above the sign A 31. Below the sign A 31, the words "ROAD ACCIDENTS SPOT" or "HIGH FREQUENCY OF ROAD ACCIDENTS" are inscribed. The text is in the national language. Road sign D 60 is supplemented by the additional panel E 4 (length of the road section) which is equal to the Convention sign H,2. The additional panel is placed under the sign D 60.

Pictures of the above-mentioned signs D 60 and E 4 appear in the annex to this document.

United Kingdom

The use of “black spot” signs was discontinued in this country many years ago because they were found not to be effective in reducing accidents.

The preferred approach now is to investigate the specific causes of accidents and deal with those directly – by appropriate remedial engineering measures where practicable, or otherwise by identifying a specific hazard and erecting signs which clearly indicate to road users what the hazard is.

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Czech Republic signs



Malta sign



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Annex

Poland signs

[OFF SET DIAGRAMS]

Portugal sign

"BLACK SPOT"

white

red

"DRIVE CAREFULLY"

- A - Appropriate danger warning sign
- B - Length of the danger section of the road

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Annex

Slovakia sign
