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Item 4 (q) of the provisional agenda

**REVISION OF THE CONSOLIDATED RESOLUTION R.E.1**

**Safety at roadworks or the scene of an incident/accident**

**Note by the secretariat**

The members of WP.1 will find below a draft recommendation on safety at roadworks and the scene of road accidents, prepared by the small group on restructuring comprising France and the secretariat. This document has been drafted according to the layout of document ECE/TRANS/WP.1/2005/15/Rev.3. It will form the new chapter 14 of consolidated resolution R.E.1.

## R.E.1

### **Chapter 14. Safety at roadworks and the scene of an incident/accident**

Roadworks are essential to enhance the comfort and safety of road users, yet accidents around roadworks continue to occur much too frequently. The same applies to the scene of an incident or accident. On motorways especially, incidents/accidents have potentially serious consequences not only for road users but also for highway maintenance workers and persons called upon to secure the scene of the incident/accident.

This chapter sets out recommendations intended to sensitize road users to dangers at roadworks or the scene of an incident/accident and to ensure the safety of highway maintenance workers and persons securing the scene of an incident/accident.

The first steps to be taken by road users in case of accident are described in chapter 13 of this resolution.

#### **14.1 Recommendations on the safety of road users**

Roadworks involve heightened safety measures owing to unusual traffic conditions (modification of signs and signals, reduction in the number of lanes, changes in the direction of traffic, elimination of emergency lanes, etc.). Safety measures are also necessary to secure the site of a road accident/incident.

##### **A. At roadworks**

Authorities should take the following measures to avoid accidents at roadworks:

- (i) Motorists should be alerted to the presence of roadworks and attendant dangers by signs and signals adequately positioned at the approach to the roadworks, thereby enabling them to modify their behaviour appropriately. Information panels, signs and signals should, among other things, indicate the maximum speed limit, which should be lower than the usual limit, and clearly specify which lane to follow by means of vertical and horizontal signalling.
- (ii) Given the difficulty of enforcing respect for speed limits at roadworks, frequent controls should be carried out.

##### **B. At the scene of a road incident/accident**

When the competent services (police, emergency services and road maintenance) are notified of a road incident or accident, they should proceed to make the area safe as rapidly as possible by positioning appropriate signs and signals sufficiently in advance to alert approaching road users to the danger, require them to reduce speed and thus avoid secondary accidents. The provision of real-time information to road users is especially important on motorways, expressways and roads with high traffic density such as urban ring roads.

Systems for relaying information promptly and efficiently should therefore be installed on these networks. To ensure that adequate means can be promptly deployed to deal with incidents or accidents, it is recommended that networks of this kind should have strategic points such as interchanges and toll areas equipped with monitoring arrangements such as video surveillance, automatic incident detectors and/or continuous patrols to detect any problems as rapidly as possible. To the extent possible, information should be relayed to road users in real time as soon as an event is detected, either on dynamic information panels and/or by radio. The use of vehicles with rear-mounted illuminated panels indicating the nature of the incident ahead and equipped with warning beacons (for example rotating beacons, flashing lamps, and illuminated arrows indicating a track shift) is more effective than signs and signals at ground level because it warns motorists to be vigilant well in advance of the scene of the incident or accident.

#### **14.2 Recommendations on the safety of highway maintenance workers**

At roadworks, whether fixed, mobile or in emergencies, every effort must be made to protect highway maintenance workers, besides the positioning of appropriate reflectorized signs and signals. Highway workers are at greater risk when cordoning off a work area or accident site because they are less well protected in the course of delimitation work.

Accordingly, it is important that safety garments for persons working on the road should conform to the following requirements (*para. 4.2 of the present R.E.I.*):

- (a) The surface area of the garment shall amount to at least 1,500 cm<sup>2</sup> at both the front and the back;
- (b) The colour shall be a fluorescent orange;
- (c) The surface of the garment shall include two stripes of **white** reflectorized material at both the front and the back.

#### **14.3 Recommendations on sensitization measures**

Ensuring the maximum safety of highway maintenance workers and persons attending road-related incidents (police officers, patrolmen, firemen and breakdown mechanics) is of vital importance because they are directly exposed to traffic dangers in the course of their work. It is therefore essential that they receive adequate training, especially on the need to be seen by road users, the risks they face when motorists fail to observe speed limits when approaching or driving through roadworks, and on measures to prevent accidents.

Various means (campaigns, leaflets, etc.) should be used to raise awareness among road users of the following topics:

- (i) Risks at roadworks and the risks faced by persons working on the road to enhance the comfort and safety of road users;

- (ii) The importance of heeding the safety instructions displayed on information panels and road signs, in particular:
  - The specific speed limits posted;
  - The safety distance between vehicles driving through roadworks;
- (iii) In poor weather conditions, the need for extra care to anticipate any danger connected with the roadworks or the behaviour of other motorists (collision with an obstacle, skidding on gravel, etc.).

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