ERASER

Dissemination

Deliverable Nr 5

February 2012

Project Coordinator: SWOV

Project Partners:

Stichting Wetenschappelijk Onderzoek Verkeersveiligheid (SWOV)

Technische Universität Dresden (TUD)

Kuratorium für Verkehrssicherheit (KFV)

Transport Research Laboratory (TRL)

Lund University

Project Nr. SRO1 AF

Project acronym: ERASER

Project title:

ERASER

Evaluation to Realise a common Approach to Self-explaining European Roads

Deliverable Nr 5 – Dissemination

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Executive summary

Deliverable Nr. 5 provides an overview of all dissemination activities and introduces the dissemination kit that has been compiled. In order to reach all target groups in the most efficient way, a dissemination strategy with focus on the transnational benefit of ERASER was developed.

By means of different dissemination actions, the project results were distributed to the costumers (road authorities) at different stages of the project work. Basically, the dissemination strategy is supposed to provide a defined schedule of all planned activities that have to be completed throughout the project (including a methodical description of each action).
As defined in the 'Description of Work', the dissemination activities are subdivided into active and passive dissemination measures. Active dissemination activities include general seminars and special workshops, where the project objectives and results can be presented in a demonstrative way.

Passive dissemination activities include the development of an interactive ERASER website with detailed project information, as well as publications in magazines and journals. In addition, work-package related project factsheets were published in order to report the latest results. The consortium was provided with these factsheets in order to distribute them to their related parties. Additionally, they are available for download on the ERASER website (www.kfv.at/eraser).

List of Tables

List of Figures

Table of content

1 Introduction

"ERA-NET ROAD – Coordination and Implementation of Road Research in Europe" was a Coordination Action funded by the 6th Framework Programme of the EC. The partners in ERA-NET ROAD (ENR) were United Kingdom, Finland, the Netherlands, Sweden, Germany, Norway, Switzerland, Austria, Poland, Slovenia and Denmark (eranetroad.org). Within the framework of ENR, this joint research project was initiated. The funding National Road Administrations (NRA) are Austria, Belgium, Finland, Hungary, Germany, Ireland, the Netherlands, Norway, Slovenia, Sweden and United Kingdom.

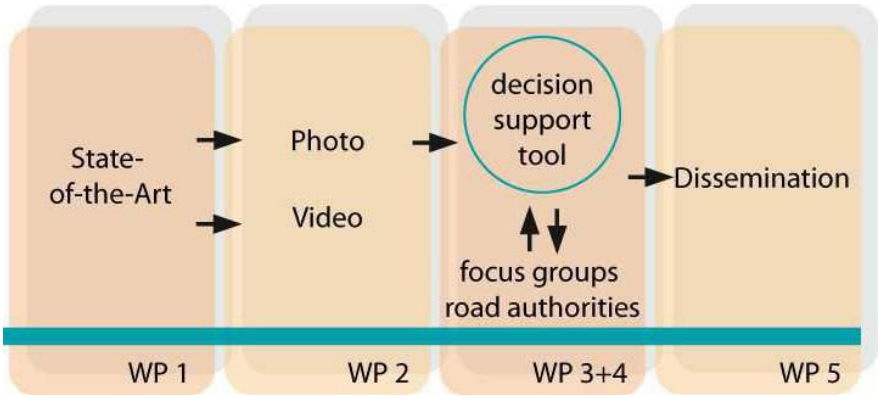
1.1 Content of the ERASER project

With the stated aim of the European Union and road authorities to diminish road accidents, the concept of self-explaining roads has become widely known. But the implementation of the self explaining-road concept is done in different ways in numerous countries; therefore, a consistent method would be preferable.

The philosophy of self-explaining roads suggests that it is possible to encourage road users to adopt safe behaviour simply by the design of the road environment. In this regard, appropriate speed has crucial significance. The ERASER project focuses on self-explaining European roads as well as the speed choice of road users.

The following chart illustrates the working plan of the ERASER project.

Figure 1 Working plan of the ERASER project



The ERASER project started with a state-of-the-art literature review providing an overview of SER-approaches in Europe. Using existing knowledge, the discussion of different approaches of SER also addressed relevant parameters for design principles meant to make roads self-explaining (WP 1, see Figure). Based on this theoretical knowledge, a pilot that focused on the road users' ability to recognise categories of roads and understand their context is implemented. The aim of this pilot was to identify rural road design elements which are relevant for the driving behaviour. Firstly, a laboratory study was created where the participants were asked to respond on photo-images of different road environments. The research focused on the influence of road design elements on the speed choice of road users. Secondly, this pilot included a field study, where the actual behaviour of road users was video-recorded and analysed with the help of an automated video analyses system (WP 2).

The preliminary research and the results of this pilot were used to create a decision support tool for road authorities. This tool uses road design attributes to calculate the 'safe' speed of a road or a road section, according to human tolerances of crash energy. The tool compares 'safe' speed with the posted speed limit and a calculated 'credible' speed (WP 3). Thereby, the tool provides an indication of which aspects of design might be 'accelerators' (i.e. factors that might cause drivers to adopt a higher speed) and 'decelerators' (i.e. factors that might cause drivers to adopt a lower speed).

The decision support tool was tested by road authorities to ensure that the final version is useful and convenient for the practical work of European road authorities (WP 4). Finally, the results of the ERASER project should be disseminated. Therefore, a dissemination plan is developed in WP 5.

1.2 Objective of this Deliverable

The aim of this Deliverable is to provide an overview of all dissemination activities and to introduce the dissemination kit that has been compiled. Firstly, the dissemination strategy is described, including information about the goals and the target groups of the ERASER activities.

As defined in the 'Description of Work', the dissemination activities are subdivided into active and passive dissemination measures. The central point for the ongoing dissemination work of the consortium partners is the dissemination kit.

In the following, all dissemination activities of the ERASER project are described, including a distinction of completed dissemination and possible future dissemination opportunities.

2 Dissemination strategy

The dissemination strategy is a plan that describes the coordination of the different dissemination activities for the ERASER project. The dissemination strategy contains the identification of the specific target group for the ERASER project. Afterwards, the distinction of active and passive dissemination is made.

Obviously, each project activity asks for a certain delivery strategy and it has to be decided, which tools (active or passive dissemination) should be used in order to communicate the results in the most effective way. In this regard, contacts, timing as well as addressing rules become relevant.

2.1 Target Groups

The identification of the target group is the basis for the development of the information materials and dissemination activities. There is a large group of road authorities, different stakeholders and other interested parties which need to be informed about the project results and potential areas of application. The following target groups can be identified:

- Road authorities

  The results of the ERASER project are especially relevant for European road authorities since they are the main target group. Therefore, a group of road authorities was involved in the feasibility check of the decision support tool of ERASER WP4.

  Road authorities on the national, regional or municipal level can be relevant. The aim of the ERASER project is to bridge the gap between the fundamental knowledge and the practical experience of road authorities in their daily work. The results of ERASER should be implemented in the daily work of European road authorities.

- Representatives of stakeholder organisations

  Representatives of automobile clubs, automobile associations, national organisations of transport companies.

- Experts

  Furthermore, university professors and members of (academic) research institutes from different disciplines (e.g. road engineering, psychology) should be addressed by the dissemination activities.

2.2 Type of dissemination activity

The dissemination activities are divided into ‘active’ and ‘passive’ activities. *Active* dissemination is understood as face-to-face communication in order to distribute relevant information. Such face-to-face communication has been carried out through a number of general and special seminars and workshops, where the aims and results of the project have been presented.

Passive dissemination is understood as distribution of information via printings and electronic mailing.

The following table gives an overview about the active and passive dissemination activities for the ERASER project. In addition, the activities are subdivided into completed dissemination and future dissemination opportunities.

Table 1 Active and passive dissemination activities, completed and future dissemination opportunities

<table>
<tr><th></th><th>ACTIVE Dissemination</th><th>PASSIVE Dissemination</th></tr>
<tr><td rowspan="3">Completed Dissemination</td><td rowspan="2">Presentations
- CEDR Meeting
- CEE Round Table
- C-Marc Symposium
- KFV Experts Meeting

For further information see chapter 3.1</td><td>Deliverables
- SER and SER Approaches
- Road User Pilots in Different European Countries
- Road authorities Pilot and Feasibility study
- Dissemination

For further information see chapter 0</td></tr>
<tr><td>ERASER Website: www.kfv.at/eraser
For further information see chapter 3.3</td></tr>
<tr><td>Conferences
- ICCTP:
SWOV (Houtenbos, Aarts) and TUD (Weller) already submitted an abstract for the ICCTP 2012 about ‘The effects of combinations of road features in Europe – results of ERASER’.</td><td>Dissemination Kit (see chapter 3.4)
Leaflet
For further information see chapter 3.4.1
Factsheets
- Overview of the project ERASER
- State-of-the-art: What are self-explaining roads?
- Testing the self-explaining nature of roads
- Decision support tool for road authorities

For further information see chapter 3.4.2

ERASER Tool
For further information see chapter 3.5</td></tr>
<tr><td>Future Dissemination Opportunities</td><td>Possible conference to present ERASER
Possibilities for publishing ERASER results see chapter 4.2</td><td>Journals and Magazines
- Informal publication Plan of the Consortium Partners, further Information see chapter 4.1
- Possibilities for publishing ERASER results see Appendix E</td></tr>
</table>

3 Completed Dissemination Measures and Activities

The different WP5 dissemination measures and actions for the ERASER project (active and passive) are described below.

3.1 Presentations

Following face-to-face activities have been held:

→ CEDR (Conference of European Directors of Roads) Meeting (6th October 2011)

The core of the ERASER project was the development of a decision support tool for European road authorities (see deliverable 3 and chapter 3.5). Therefore, a usability and functionality check was organized to detect the acceptance of the ERASER tool and the utility of the results for the road authorities.

The feasibility check was implemented at the Conference of European Directors of Roads (CEDR) during a road safety group meeting in Bonn on 6th October 2011. For a report on this session see ERASER deliverable 3 + 4.

→ CEE (Central and Eastern European Countries) Round Table (3rd and 4th October 2011)

The 4th CEE Road Safety Round Table in Budapest, Hungary, was attended by experts from the Czech Republic, Slovakia, Slovenia, Hungary, Austria and, for the first time, Serbia. The ERASER project has been presented by the KFV (Austrian Road Safety Board).

→ C-Marc symposium (3rd March 2011)

Based on the results of Deliverable 1 'SER and Ser Approaches' the ERASER project was presented a special C-Marc Symposium in Perth, Australia. The Symposium was attended by mainly road engineers. The ERASER project has been presented by SWOV.

→ KFV Experts Meeting 'Safer roads for the future' (6th October 2011)

The ERASER project has also been presented at an Austrian Expert Meeting in Vienna organised by KFV (Austrian Road Safety Board). The meeting concentrated on sustainable road safety, focusing on self-explaining roads. Practitioners, regional and national representatives of road authorities, and representatives of stakeholder organisations participated in this meeting.

3.2 Deliverables

A number of deliverable reports about different work package results are available on the ERASER website (www.kfv.at/eraser) and on the ERA-NET ROAD website (www.eranetroad.org). The following table gives a brief overview of the reports completed.

Table 2 Overview of deliverables

Del. no.	Deliverable name	WP no.	Lead beneficiary	Partner contribution
WP 01-01	SER and SER Approaches: State-of-the-Art	1	TUD	SWOV, KFV
WP 02-02	Road User Pilots in Different European Countries	2	SWOV	TUD, Lund
WP 03-03 WP 04-04	Road authorities Pilot and Feasibility study	3, 4	SWOV, TRL	KFV
WP 05-05	Dissemination	5	KFV	SWOV, TUD, TRL, Lund

3.3 Project Website

Within the framework of work package 5 'Dissemination', an official project ERASER website was created: **www.kfv.at/eraser**. The project website should give a brief overview of the project ERASER and provide information on the results of the project.

The project website provides the following:

→ *ERA-NET Road*: Information about the foundation of the ERASER project, including the link to ERA-NET Road

→ *Project Description*: Information about the aim of the ERASER project

→ *Working Plan*: Description of the five work packages and the possibility to download the appropriate deliverables

→ *Partners*: Logos, Links, Information about the institutions and the responsible persons for the ERASER project

→ *Tool*: One of the main outputs of the project is the ERASER tool, which is an online decision support tool for road authorities. The link to the tool can be found at the project website.

→ *Download:* Information Kit, Deliverables

→ *Legal Notice:* As KFV is responsible for the Project Website the legal notice includes information about the KFV and the legal status of the institution.

KFV, as WP 5-Leader, was responsible for the creation of the website and coordinated the development and launching of the website. All partners were able to give their feedback on the first layout drafts and the content of the website. Changes and the upload of new documents were possible at short notice to guarantee a maximum of actuality. The project website will remain online after the project has ended. For further information see http://www.kfv.at/eraser and Appendix B.

3.4 Dissemination Kit

The dissemination kit provides project information on all relevant ERASER activities and results e.g. leaflet or factsheets. This information is provided at the ERASER website under the section 'Dissemination Kit'.

3.4.1 Leaflet

For dissemination of the ERASER project beyond the project team, a leaflet was produced at the beginning of WP 5 'Dissemination'. This brochure presents all project partners and gives a brief overview on the aims and objectives of the project. All partners were able to give their feedback on the layout and the content of the brochure. This information brochure was distributed to the consortium for dissemination to any interested parties.

The leaflet is available in an electronic version for download at the project website, as well as in hardcopy for every consortium partner to support the national dissemination in the participating countries. No translations to national languages were made within the project, because the working language of the ERASER project is English. However, the project partners could chose to translate the leaflet in order to enhance dissemination at a national level.

For a detailed look at the leaflet see Appendix C.

3.4.2 Factsheet

It was decided to publish four factsheets throughout the ERASER project duration. All partners have been provided with an electronic version for national dissemination. Furthermore, the factsheets are available for download at the project website (section 'Dissemination Kit').

In general, the fact sheets include the following information:

- Overview of the project ERASER
- State-of-the-art: What are self-explaining roads?
- Testing the self-explaining nature of roads
- Decision support tool for road authorities

The front page of the first factsheet serves as an example for all other factsheets in Appendix D. All other factsheets are available for download at the ERASER Website 'Dissemination Kit'.

3.5 ERASER tool

To help road authorities throughout Europe in the process of assessing their roads and improving the self-explainingness of their roads, one of the aims of ERASER was to deliver a tool that should support this process. The ERASER project team developed a decision support tool for road authorities. The tool is based on theoretical knowledge of SER and the results of ERASER WP 2. A detailed description of the theoretical basis and relevant data of the ERASER tool and set-up of the ERASER can be found in ERASER deliverable 3 "Road Authority Pilot and Feasibility study" (see ERASER website).

The ERASER tool is the main output of the ERASER project. The use of the tool is free of charge (see ERASER Tool).

4 Future Dissemination Opportunities

Even after the end of the project the dissemination work should go on. Every partner shall aim to disseminate the results of the ERASER project. In the following different future dissemination opportunities are described.

4.1 Possibilities for publishing scientific ERASER articles

Each partner shall aim at publishing articles in peer-reviewed journals. During an ERASER project meeting the partners discussed possible issues for publications and made an informal publication plan for the consortium.

- SER approach in Europe and SER categorization: based on Deliverable 1 (TUD & other partners)
- Technical paper about the automated video analysis system that was used to measure the travel speed of the free vehicles on a 2+1 road section in Sweden: based on the field study in WP 2 (Lund University).
- Results of the questionnaire study of WP 2 about the impact of road with, road markings and road environment on the speed choice of road users (TUD & SWOV, maybe other partners).
- Based on the results of the questionnaire study of WP 2 and in combination with a student work at TUD, another article is planned about SER and the expectations of road users (TUD & SWOV).
- KFV and TRL are partner in the two ERA-NET ROAD projects SPACE and ERASER. Therefore, a publication about joint results of these projects is possible.
- The ERASER tool is a central output of the ERASER project. The methodology and theoretical input of the ERASER tool may be the content of another publication. As the ERASER tool is also based on further research of SWOV in the Netherlands, SWOV is the leading part for this publication theme.

Every publication must be approved by FFG as leader of the ERA-NET ROAD consortium.

As a support for the project partners Table 2 (see Appendix E) includes a list of scientific journals and shows possibilities for publishing the ERASER results.

4.2 Possible conferences for a ERASER presentation

The project consortium shall disseminate the output of the ERASER project at national and international conferences. As described in chapter 2.1 there already were a few ERASER presentations during the project operating time.

Furthermore, all project partners are welcome to present project results at national and international conferences. Please find a list of possible conferences below.

Table 3 List of conferences

Conference	Scope/Area of Interest	Date	Place	Link/Contact	Deadline for abstracts/paper
EuroVA 2012	The objective is to foster greater exchange between visualization researchers and practitioners, and to draw more researchers in Europe to enter this rapidly growing area of research. EuroVis has an expanded scope to include all areas of visualization, and a steadily more wide-spread visibility that allows achieving a more wide-spread impact.	04.06.2012 – 05.06.2012	Vienna, Austria	www.eurova.org/	Short Paper submission deadline: 02.03.2012
ICTTP5 – 2012 (Fifth International Conference on Traffic and Transport Psychology)	This conference is orientated towards the next generation of traffic psychology researchers. In Europe alone, there are about 200 Ph.D.s involved in full-time research in traffic and transport psychology and they will be the ones that decide the future research agenda in this area.	29.08.2012 – 30.08.2012	Groningen, the Netherlands	www.icttp2012.com/	01.12.2011
Intertraffic Amsterdam	Intertraffic Amsterdam focuses on global networking and can be used to stay up to date on developments in four main segments:	27.03.2012 - 30.03.2012	Amsterdam, the	www.amsterdam.intertraffic.com/nl/en/P	Registration till December 2011

Conference	Scope/Area of Interest	Date	Place	Link/Contact	Deadline for abstracts/paper
	Infrastructure, ITS Traffic Management, Safety and Parking.		Netherlands	ages/default.aspx	
TISPOL European Traffic Police Network	The Conference is a major European Road Safety event, with key speakers and exhibitors in the field of road safety and road safety enforcement from across Europe and the USA. More details about the TISPOL Conference 2012 will follow in the next months.	02.10.2012 – 03.10.2012	Edinburgh, Scotland	www.tispol.org/events/tispol-conference-2012	No date available
2012 TRB 92st Annual Meeting	The TRB Annual Meeting programm covers all transportation modes, with more than 4,000 presentations in nearly 650 sessions.	13.01.2013 – 17.01.2013	Washington DC	http://www.trb.org/AnnualMeeting2013/AnnualMeeting2013.aspx	No date available

Sources

- ERASER website (Editorial Board Austrian Road Safety Board, 2011)
- Description of work (Houtenbos, M. & Eenink, R. (2009). *ERASER: Safety at the Heart of Road Design; Description of Work (DoW)*
- *Conferences:*
    - EuroVA 2012: www.eurova.org/
    - ICTTP5 – 2012: www.icttp2012.com/
    - Intertraffic Amsterdam: www.amsterdam.intertraffic.com/nl/en/Pages/default.aspx
    - TISPOL European Traffic Police Network: www.tispol.org/events/tispol-conference-2012
    - 2012 TRB 92st Annual Meeting: http://www.trb.org/AnnualMeeting2013/AnnualMeeting2013.aspx
-

Appendix A

Right from the beginning of the ERASER project, the dissemination team started with the development of a restricted online platform for an easy exchange between the project partners. Therefore, an internal website for the project team was created. After launching the website on the google network, which was free of charge, all project members got access to this website. Some impressions of the project website can be found in Appendix A.

The internal project website contains a short description of the project itself and the five work packages. There is also the possibility to download important administrative documents e.g. description of work.

After meetings, the internal website was used to exchange presentations and documents which were discussed at the meeting.

Figure 2 Screenshot of the ERASER partner website - homepage

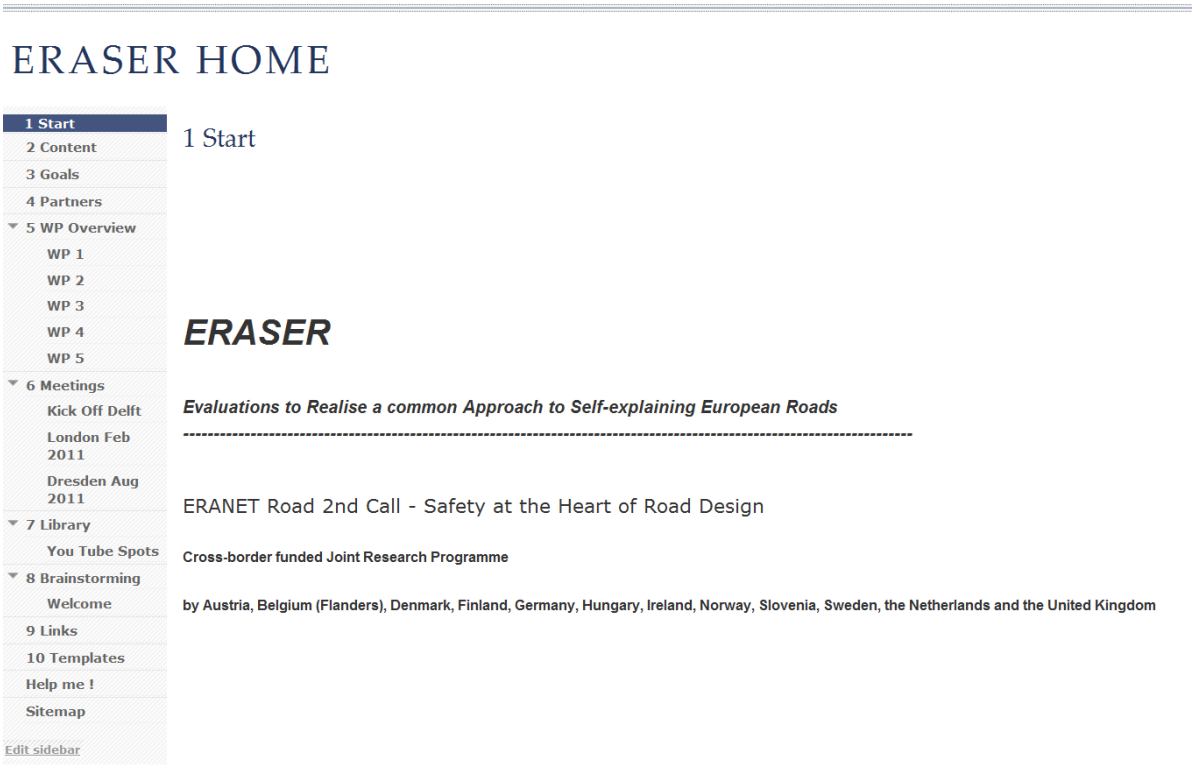


Figure 3 Screenshot of the ERASER partner website - WP overview

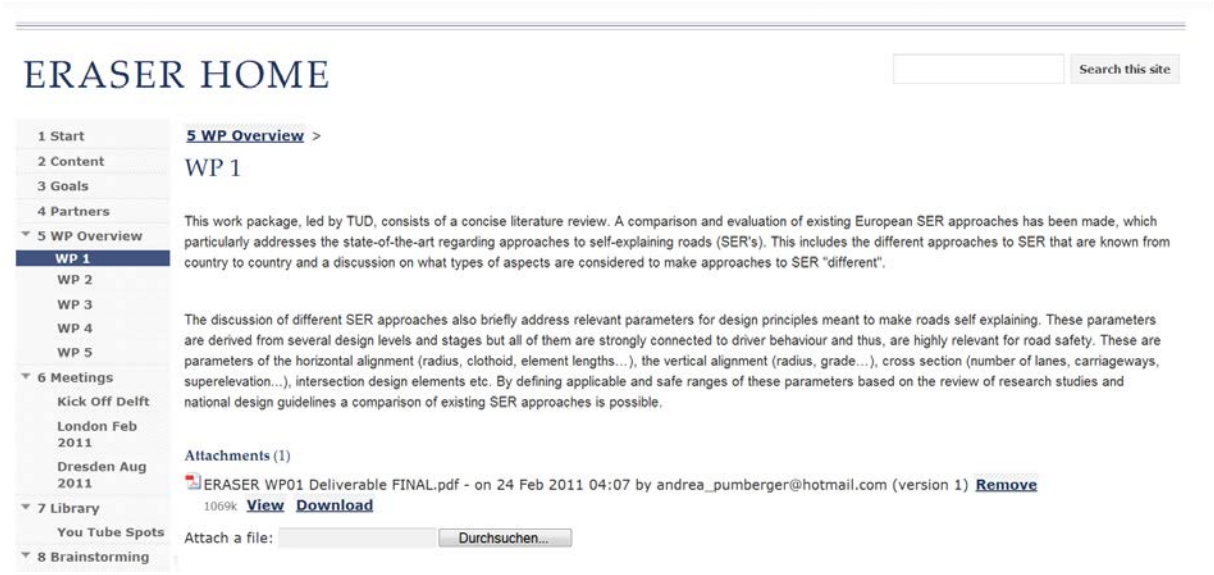


Figure 4 Screenshot of the ERASER partner website - meetings

Appendix B

Screenshots from the official project website of the ERASER project (www.kfv.at/eraser):

Figure 5 Screenshot of the official ERASER project website - homepage

Figure 6 Screenshot of the official ERASER project website – ERA-NET ROAD

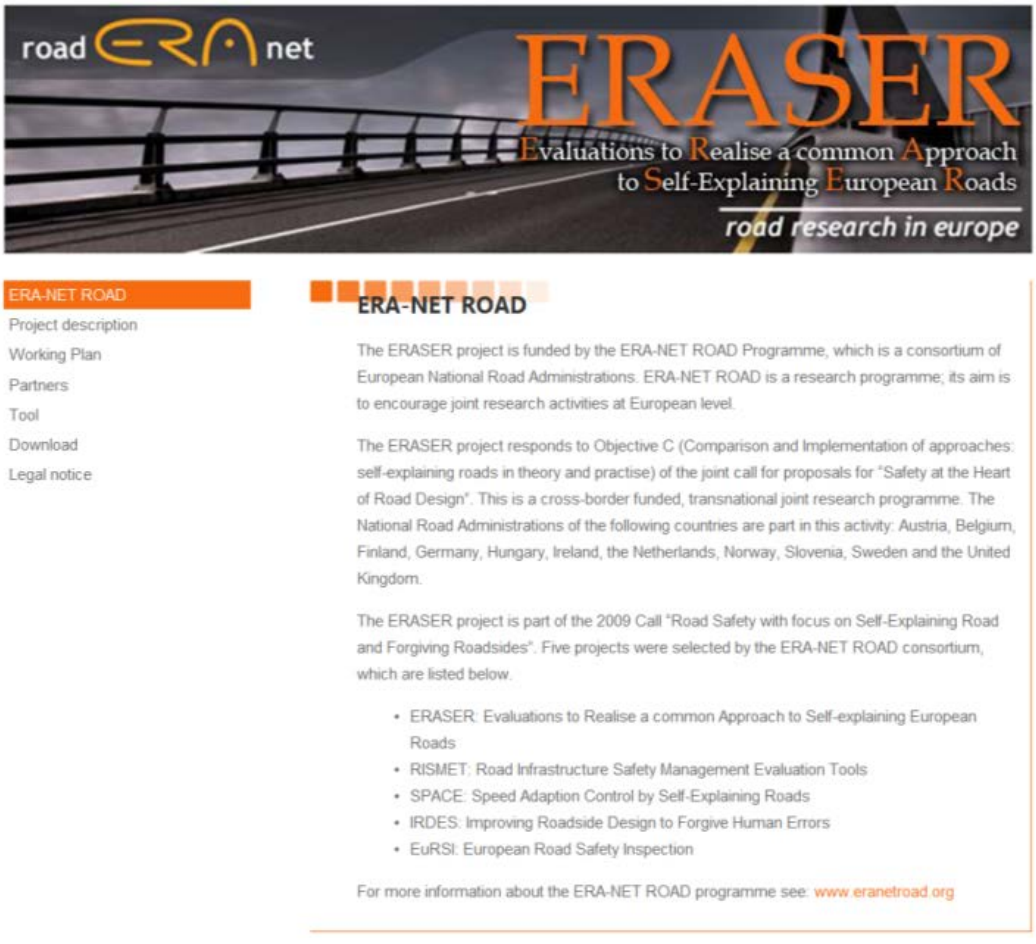
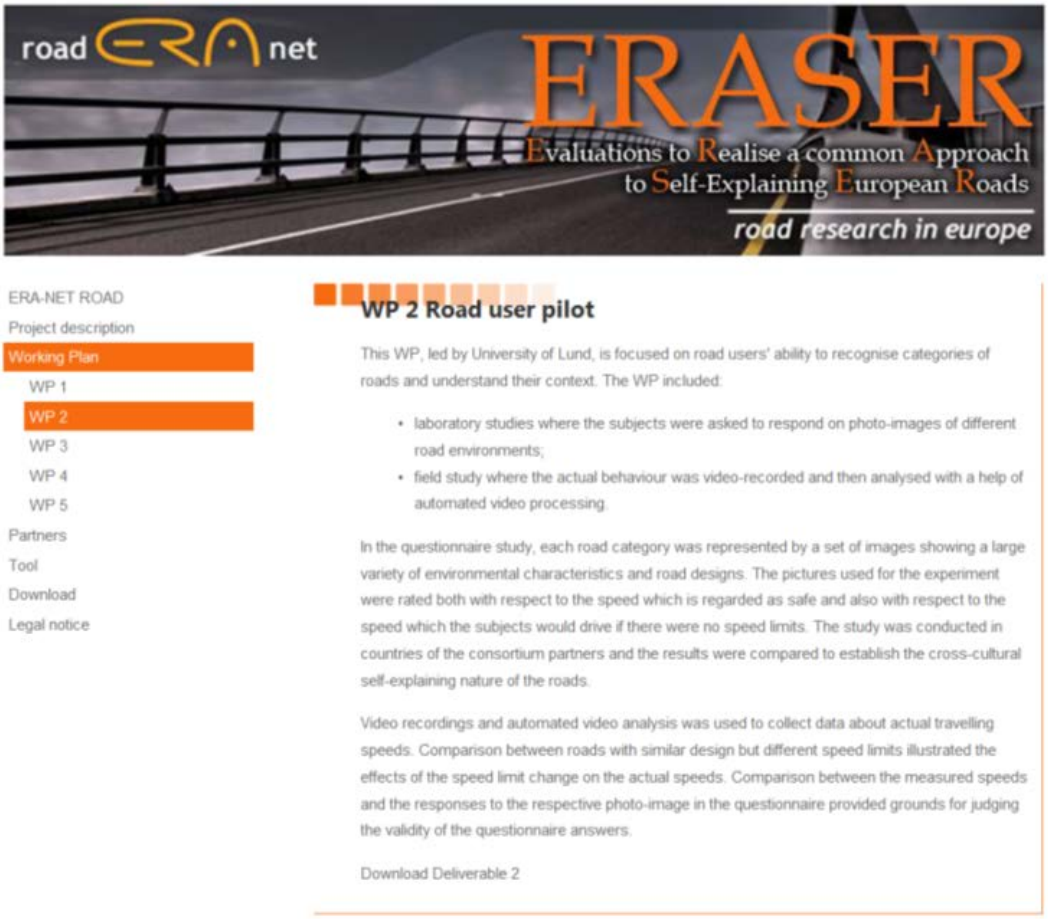


Figure 7 Screenshot of the official ERASER project website – WP2



Appendix C

Leaflet of the ERASER project providing a brief overview of the project content (see ERASER website under the section 'Dissemination Kit'):

Figure 8 ERASER Leaflet (1)

road ERA net
road research in europe

ERASER *is a European research project focusing on self-explaining European roads. The project aims to bridge the gap between the fundamental knowledge of self-explaining roads and engineering practices.*

ERASER

Evaluations to Realise a common Approach to Self-Explaining European Roads

Research Issue

Most road collisions are caused by human error, and so it can be beneficial to aim to prevent collisions by influencing human behaviour. Other interventions, that are equally valid, aim to reduce the severity of crashes when they do occur (e.g. forgiving road design).

The philosophy of self-explaining roads suggests that it is possible to encourage road users to adopt safe behaviour simply by the design of the road environment. Clear and consistent road design can help drivers to understand intuitively what to expect from the road and subsequently to facilitate appropriate behaviour and safe use of the road. Ensuring vehicles travel at appropriate speeds is a key factor in road safety as speed affects both the likelihood of a crash occurring, and the severity of crashes when they do occur.

Project Description

The ERASER project focuses on self-explaining European roads. A state-of-the-art literature review has been completed that provided an overview of SER-approaches in Europe. The state-of-the-art review also provided a review of relevant road design principles that influence the degree to which roads are self-explaining.

An online questionnaire was used to determine the impact that different design parameters had on speed choice. Using the results of the study, the ERASER project team has developed a speed management decision support tool for road authorities. This speed management tool uses road design attributes to calculate the 'safe' speed of the road, according to human tolerances of crash energy, and compares this to the posted speed limit and a calculated 'credible' speed. The tool provides an indication of which aspects of design might be 'accelerators' (i.e. influence the driver to increase their speed) and 'decelerators' (i.e. factors that might cause drivers to adopt a lower speed).

The tool provides practical suggestions on appropriate interventions for ensuring that speed limits are safe and credible. The decision support tool can be used by road authorities to help make their roads safer by applying the concept of self-explaining roads.

Figure 9 ERASER Leaflet (2)

road ERA net
road research in europe

ERASER *is a European research project focusing on self-explaining European roads. The project aims to bridge the gap between the fundamental knowledge of self-explaining roads and engineering practices.*

ERASER

Evaluations to Realise a common Approach to Self-Explaining European Roads

Project Consortium

The ERASER project is funded by the ERA-NET ROAD research programme. Its aim is to encourage joint research activities at a European level. ERA-NET ROAD is a consortium of European National Road Administrations (Austria, Belgium, Finland, Germany, Hungary, Ireland, the Netherlands, Norway, Slovenia, Sweden and the United Kingdom).

The ERASER project is part of the 2009 Call "Road Safety with focus on Self-Explaining Road and Forgiving Roadsides".

For further information about the ERASER project see: ***www.kfv.at/eraser***

Project Coordinator:

SWOV (Institute for Road Safety Research)	Netherlands	www.swov.nl

Partners:

TUD (Technische Universität Dresden)	Germany	www.tu-dresden.de
KFV (Austrian Road Safety Board)	Austria	www.kfv.at
TRL (Transport Research Laboratory)	UK	www.trl.co.uk
Lund University	Sweden	www.lunduniversity.lu.se

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Editorial Board and Layout: Austrian Road Safety Board (Kuratorium für Verkehrssicherheit)

Appendix D

Factsheet: front page – exemplary for Factsheet 'Overview of the project ERASER'. Title and content are changing for every Factsheet. All factsheets are available for download at the ERASER Website 'Dissemination Kit'.

Figure 10 Factsheet 1 (1)

Factsheet 'Overview of the project ERASER' internal side

Figure 11 Factsheet 1 (2)

road ERA net
road research in europe

ERASER is a European research project focusing on self-explaining European roads. This is the first factsheet of the ERASER project, which includes information about the promotion programme and the included institutions, as well as the content and working plan of the ERASER project.

ERA-NET ROAD Programme

The ERASER project is funded by the ERA-NET ROAD Programme, which is a consortium of European National Road Administrations. ERA-NET ROAD is a research programme; Its aim is to encourage joint research activities at a European level.

The ERASER project responds to Objective C (Comparison and Implementation of approaches: self-explaining roads in theory and practise) of the joint call for proposals for "Safety at the Heart of Road Design". This is a cross-border funded, transnational joint research programme. The National Road Administrations of the following countries are part in this activity: Austria, Belgium, Finland, Germany, Hungary, Ireland, the Netherlands, Norway, Slovenia, Sweden and the United Kingdom.
The ERASER project is part of the 2009 Call "Road Safety with focus on Self-Explaining Road and Forgiving Roadsides". Five projects were selected by the ERA-NET ROAD consortium, which are listed below.

ERASER: Evaluations to Realise a common Approach to Self-explaining European Roads
RISMET: Road Infrastructure Safety Management Evaluation Tools
SPACE: Speed Adaption Control by Self-Explaining Roads
IRDES: Improving Roadside Design to Forgive Human Errors
EuRSI: European Road Safety Inspection

For more information about the ERA-NET ROAD programme see: www.eranetroad.org

Description of the ERASER Project

Human errors are one of the most important factors influencing road accidents. Hence, human behaviour has a central position in every successful road safety policy. Next to human characteristics, road design and road environment have considerable influence on the human behaviour, which is why it is important that the road design is in line with the road users' expectations. The road environment should lead road users to a safe behaviour simply by its design – constructing predictable roads is the main aspect in the concept of self- explaining roads (SER).

The ERASER project focuses on self-explaining European roads and is trying to bridge the gap between the fundamental knowledge of self-explaining roads and the practical experience. First, the project focuses on ascertaining the road users' ability to recognise specific categories of roads and understand their context. In the second step, the theoretical knowledge will be used to create a decision support tool for road authorities. Both of two these two steps will be implemented in these European countries, which are part of the project consortium.

The decision support tool can be used by road authorities to make their roads safer by applying the concept of self-explaining roads. Information concerning design elements that can help to make roads more self-explaining is also included.

01

Project Partners

SWOV (Institute for Road Safety Research)	The Netherlands	www.swov.nl
TUD (Technische Universität Dresden)	Germany	www.tu-dresden.de
KFV (Austrian Road Safety Board)	Austria	www.kfv.at
TRL (Transport Research Laboratory)	UK	www.trl.co.uk
Lund University	Sweden	www.lunduniversity.lu.se

Working Plan

The ERASER project starts with a state-of-the-art literature review providing an overview of SER-approaches in Europe. Using existing knowledge the discussion of different approaches of SER also addresses relevant parameters for design principles meant to make roads self explaining. The results will feed into two pilots.

The first pilot focuses on the road users' ability to recognise categories of roads and understand their context. The aim of the pilot is to identify rural road design elements, which are relevant for the driving behaviour. Therefore, the pilot is separated in two types of experiments. Firstly, a laboratory study is created where the participants are asked to respond on photo-images of different road environments. The research focuses on the influence of open and closed road environments on the speed choice of road users. The experiment will be conducted in all countries of the project consortium. Secondly, this pilot includes a field study, where the actual behaviour of road users is video-recorded and analysed with the help of an automated video analyses system.

The second pilot focuses on European road authorities and aims at creating a decision support tool tailored to their roads. This pilot is based on the results of the first pilot and the preliminary research of SWOV.
This tool uses road design attributes to calculate the 'safe' speed of the road, according to human tolerances of crash energy, and compares this to the posted speed limit and a calculated 'credible' speed. The tool provides an indication of which aspects of design might be 'accelerators' (i.e. influence the driver to increase their speed above the posted speed limit) and 'decelerators' (i.e. factors that might cause drivers to adopt a lower speed).
The tool can be used by road authorities to help make their roads safer by applying the concept of self-explaining roads.

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Appendix E

Each partner shall aim to publish articles in journals and magazines. As a support for the project partners Table 2 includes a list of scientific journals and shows possibilities for publishing the ERASER results.

Table 4 List of scientific journals

Journal/Magazine	Publisher	Specialisation
Accident Analysis & Prevention	Elsevier	Published papers deal with medical, legal, economic, educational, behavioural, theoretical or empirical aspects of transportation accidents, as well as with accidents at other sited.
Experimental Psychology	Hogrefe Verlag Göttingen	Experimental research in psychology
Human Factors	The Journal of The Human Factors and Ergonomics Society Santa Monica, CA, USA	Technical topics in human factors and ergonomics, current research and applications
IATSS Research Journal of International Association of Traffic and Safety Sciences	Hiroshi ISHIZUKI International Association of Traffic and Safety Sciences Tokyo, Japan	International Traffic Safety Journal, Traffic, Technology, Traffic planning, traffic psychology
Injury Prevention Official Journal of the International Society for Child and Adolescent Injury Prevention (ISCAIP) and the Society for the Advancement of Violence and Injury Research (SAVIR)	BMJ Publishing Group	Original Research, opinion, debate and special features on the prevention of unintentional, occupational and intentional (violence-related) injuries
International Journal of Injury Control and Safety Promotion	Taylor & Francis	Injury Prevention
Internationales Verkehrswesen. Zeitschrift für Wissenschaft und Praxis. Organ der Deutschen Verkehrs-wissenschaftlichen Gesellschaft	Deutsche Verkehrs-wissenschaftliche Gesellschaft Hamburg	Current traffic topics, transportation sciences in all its disciplines (German language)
Journal of Individual Differences	Hogrefe Verlag	Traffic psychology (individual differences in behaviour, emotion,

Journal/Magazine	Publisher	Specialisation
	Göttingen	cognition and their developmental aspects)
Journal of Safety Research. A Safety and Health Research Forum	National Safety Council, Il., USA Elsevier	Research experience in the fields of human error and accidents, methods of accident investigation and analysis, evaluative examination of accident countermeasures or the relation between man-machine environment factors and hazards
Safety Science	Elsevier	Accident research, safety programms, risk assessment, traffic psychology
Straßenverkehrstechnik. Organ der Forschungsgesellschaft für Straßen- und Verkehrswesen, der Bundesvereinigung der Straßenbau- und Verkehrsingenieure und der Österreichischen Forschungsgesellschaft Straße – Schiene – Verkehr	Kirschbaum Verlag Bonn	Journal for traffic planning, traffic management, traffic safety, traffic engineering (German & English language)
Traffic Injury Prevention	Taylor & Francis UK	Accident research, accident risk, risk assessment (according to demographic criterion)
Transportation Research. An International Journal. Part F: Traffic Psychology and Behaviour	Elsevier	Traffic psychology
Transportation Research Record. Journal of the Transportation Research Board	TRB Transportation Research Board of the National Academies Washington, D.C., USA	Traffic engineering
Verkeerskunde	MYbusinessmedia	Transport planers/professionals
ZVS Zeitschrift für Verkehrssicherheit	TÜV Media Verlag Köln	Traffic safety, traffic psychology, automotive & traffic engineering, accident and evaluation research (German language)