

[^{F1}ANNEX II

INDICATIVE ELEMENTS OF ROAD SAFETY AUDITS]

Textual Amendments

F1 Substituted by [Directive \(EU\) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management.](#)

1. Criteria at the draft design stage:
 - (a) geographical location (e.g. exposure to landslides, flooding, avalanches), seasonal and climatic conditions and seismic activity;
 - (b) types of and distance between junctions;
 - (c) number and type of lanes;
 - (d) kinds of traffic admissible to the new road;
 - (e) functionality of the road in the network;
 - (f) meteorological conditions;
 - (g) driving speeds;
 - (h) cross-sections (e.g. width of carriageway, cycle tracks, foot paths);
 - (i) horizontal and vertical alignments;
 - (j) visibility;
 - (k) junctions layout;
 - (l) public transport and infrastructures;
 - (m) road/rail level crossings[^{F1};
 - (n) [^{F2}provision for vulnerable road users:
 - (i) provision for pedestrians;
 - (ii) provision for cyclists, including the existence of alternative routes or separations from high-speed motor traffic;
 - (iii) provision for powered two-wheelers;
 - (iv) density and location of crossings for pedestrians and cyclists;
 - (v) provision for pedestrians and cyclists on affected roads in the area;
 - (vi) separation of pedestrians and cyclists from high-speed motor traffic or the existence of direct alternative routes on lower class roads.]

Textual Amendments

F2 Inserted by [Directive \(EU\) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management.](#)

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

2. Criteria for the detailed design stage:
 - (a) layout;
 - (b) coherent road signs and markings;
 - (c) lighting of lit roads and intersections;
 - (d) roadside equipment;
 - (e) roadside environment including vegetation;
 - (f) fixed obstacles at the roadside;
 - (g) provision of safe parking areas;
 - (h) [^{F1}provision for vulnerable road users:
 - (i) provision for pedestrians;
 - (ii) provision for cyclists;
 - (iii) provision for powered two-wheelers;]
 - (i) user-friendly adaptation of road restraint systems (central reservations and crash barriers to prevent hazards to vulnerable users).
3. Criteria for the pre-opening stage:
 - (a) safety of road users and visibility under different conditions such as darkness and under normal weather conditions;
 - (b) readability of road signs and markings;
 - (c) condition of pavements.
4. Criteria for early operation: assessment of road safety in the light of actual behaviour of users.

Audits at any stage may involve the need to reconsider criteria from previous stages.