

ANNEX I

ROAD SAFETY IMPACT ASSESSMENT FOR INFRASTRUCTURE PROJECTS

1. Elements of a road safety impact assessment:
 - (a) problem definition;
 - (b) current situation and ‘do nothing’ scenario;
 - (c) road safety objectives;
 - (d) analysis of impacts on road safety of the proposed alternatives;
 - (e) comparison of the alternatives, including cost-benefit analysis;
 - (f) presentation of the range of possible solutions.
2. Elements to be taken into account:
 - (a) fatalities and accidents, reduction targets against ‘do nothing’ scenario;
 - (b) route choice and traffic patterns;
 - (c) possible effects on the existing networks (e.g. exits, intersections, level crossings);
 - (d) road users, including vulnerable users (e.g. pedestrians, cyclists, motorcyclists);
 - (e) traffic (e.g. traffic volume, traffic categorisation by type);
 - (f) seasonal and climatic conditions;
 - (g) presence of a sufficient number of safe parking areas;
 - (h) seismic activity.

ANNEX II

ROAD SAFETY AUDITS FOR INFRASTRUCTURE PROJECTS

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);

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- (i) horizontal and vertical alignments;
 - (j) visibility;
 - (k) junctions layout;
 - (l) public transport and infrastructures;
 - (m) road/rail level crossings.
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) vulnerable road users (e.g. pedestrians, cyclists, motorcyclists);
 - (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.

ANNEX III

RANKING OF HIGH ACCIDENT CONCENTRATION SECTIONS AND NETWORK SAFETY RANKING

1. Identification of road sections with a high accident concentration

The identification of road sections with a high accident concentration takes into account at least the number of fatal accidents that have occurred in previous years per unit of road length in relation to the volume of traffic and, in case of intersections, the number of such accidents per location of intersections.

2. Identification of sections for analysis in network safety ranking

The identification of sections for analysis in network safety ranking takes into account their potential savings in accident costs. Road sections shall be classified into categories. For each category of roads, road sections shall be analysed and ranked according to safety-related factors, such as accidents concentration, traffic volume and traffic typology.

For each road category, network safety ranking shall result in a priority list of road sections where an improvement of the infrastructure is expected to be highly effective.

3. Elements of evaluation for expert teams' site visits:
 - (a) a description of the road section;
 - (b) a reference to possible previous reports on the same road section;
 - (c) the analysis of possible accident reports;
 - (d) the number of accidents, of fatalities and of severely injured persons in the three previous years;
 - (e) a set of potential remedial measures for realisation within different timescales considering for example:
 - removing or protecting fixed roadside obstacles,
 - reducing speed limits and intensifying local speed enforcement,
 - improving visibility under different weather and light conditions,
 - improving safety condition of roadside equipment such as road restraint systems,
 - improving coherence, visibility, readability and position of road markings (incl. application of rumble strips), signs and signals,
 - protecting against rocks falling, landslips and avalanches,
 - improving grip/roughness of pavements,
 - redesigning road restraint systems,
 - providing and improving median protection,
 - changing the overtaking layout,
 - improving junctions, including road/rail level crossings,
 - changing the alignment,
 - changing width of road, adding hard shoulders,
 - installing traffic management and control systems,
 - reducing potential conflict with vulnerable road users,
 - upgrading the road to current design standards,
 - restoring or replacing pavements,
 - using intelligent road signs,
 - improving intelligent transport systems and telematics services for interoperability, emergency and signage purposes.

ANNEX IV

ACCIDENT INFORMATION CONTAINED IN ACCIDENT REPORTS

Accident reports include the following elements:

1. precise as possible location of the accident;

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2. pictures and/or diagrams of the accident site;
3. date and hour of accident;
4. information on the road such as area type, road type, junction type incl. signalling, number of lanes, markings, road surface, lighting and weather conditions, speed limit, roadside obstacles;
5. accident severity, including number of fatalities and injured persons, if possible according to common criteria to be defined in accordance with the regulatory procedure with scrutiny referred to in Article 13(3);
6. characteristics of the persons involved such as age, sex, nationality, alcohol level, use of safety equipment or not;
7. data on the vehicles involved (type, age, country, safety equipment if any, date of last periodical technical check according to applicable legislation);
8. accident data such as accident type, collision type, vehicle and driver manoeuvre;
9. whenever possible, information on the time elapsed between the time of the accident and the recording of the accident, or the arrival of the emergency services.