

ANNEX

The Annexes to Directive 2008/96/EC are amended as follows:

- (1) Annex I is amended as follows:
 - (a) the heading is replaced by the following:
ANNEX I/INDICATIVE ELEMENTS OF ROAD SAFETY IMPACT ASSESSMENTS;
 - (b) in section 2, point (e) is replaced by the following:
 - (e) traffic (e.g. traffic volume, traffic categorisation by type), including estimated pedestrian and bicycle flows determined from adjacent land-use attributes;;
- (2) Annex II is amended as follows:
 - (a) the heading is replaced by the following:
ANNEX II/INDICATIVE ELEMENTS OF ROAD SAFETY AUDITS;
 - (b) in section 1, the following point is added:
 - (n) 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;;
 - (c) in section 2, point (h) is replaced by the following:
 - (h) provision for vulnerable road users:
 - (i) provision for pedestrians;
 - (ii) provision for cyclists;
 - (iii) provision for powered two-wheelers;;
- (3) the following Annex is inserted:
ANNEX IIa INDICATIVE ELEMENTS OF TARGETED ROAD SAFETY INSPECTIONS
 1. Road alignment and cross-section:

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.

- (a) visibility and sight distances;
 - (b) speed limit and speed zoning;
 - (c) self-explaining alignment (i.e. “readability” of the alignment by road users);
 - (d) access to adjacent property and developments;
 - (e) access of emergency and service vehicles;
 - (f) treatments at bridges and culverts;
 - (g) roadside layout (shoulders, pavement drop-off, cut and fill slopes).
2. Intersections and interchanges:
- (a) appropriateness of intersection/interchange type;
 - (b) geometry of intersection/interchange layout;
 - (c) visibility and readability (perception) of intersections;
 - (d) visibility at the intersection;
 - (e) layout of auxiliary lanes at intersections;
 - (f) intersection traffic control (e.g. stop controlled, traffic signals, etc.);
 - (g) existence of pedestrian and cycling crossings.
3. Provision for vulnerable road users:
- (a) provision for pedestrians;
 - (b) provision for cyclists;
 - (c) provision for powered-two-wheelers;
 - (d) public transport and infrastructures;
 - (e) level crossings (noting, particularly, the type of crossing and if they are manned, unmanned, manual, or automated).
4. Lighting, signs and markings:
- (a) coherent road signs, not obscuring visibility;
 - (b) readability of road signs (position, size, colour);
 - (c) sign posts;
 - (d) coherent road markings and delineation;
 - (e) readability of road markings (position, dimensions and retroreflectivity under dry and wet conditions);
 - (f) appropriate contrast of road markings;
 - (g) lighting of lit roads and intersections;

- (h) appropriate roadside equipment.
5. Traffic signals:
- (a) operation;
 - (b) visibility.
6. Objects, clear zones and road restraint systems:
- (a) roadside environment including vegetation;
 - (b) roadside hazards and distance from carriageway or cycle path edge;
 - (c) user-friendly adaptation of road restraint systems (central reservations and crash barriers to prevent hazards to vulnerable road users);
 - (d) end treatments of crash barriers;
 - (e) appropriate road restraint systems at bridges and culverts;
 - (f) fences (in roads with restricted access).
7. Pavement:
- (a) pavement defects;
 - (b) skid resistance;
 - (c) loose material/gravel/stones;
 - (d) ponding, water drainage.
8. Bridges and tunnels:
- (a) presence and number of bridges;
 - (b) presence and number of tunnels;
 - (c) visual elements representing hazards for the safety of the infrastructure.
9. Other issues:
- (a) provision of safe parking areas and rest areas;
 - (b) provision for heavy vehicles;
 - (c) headlight glare;
 - (d) roadworks;
 - (e) unsafe roadside activities;
 - (f) appropriate information in ITS equipment (e.g. variable message signs);
 - (g) wildlife and animals;
 - (h) school zone warnings (if applicable).;

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.

- (4) Annex III is replaced by the following:

ANNEX III INDICATIVE ELEMENTS OF NETWORK-WIDE ROAD SAFETY ASSESSMENTS

1. General:
 - (a) type of road in relation to the type and size of regions/cities it connects;
 - (b) length of road section;
 - (c) area type (rural, urban);
 - (d) land use (educational, commercial, industrial and manufacturing, residential, farming and agricultural, undeveloped areas);
 - (e) property access points density;
 - (f) presence of service road (e.g. for shops);
 - (g) presence of road works;
 - (h) presence of parking.
2. Traffic volumes:
 - (a) traffic volumes;
 - (b) observed motorcycle volumes;
 - (c) observed pedestrian volumes on both sides, noting “along” or “crossing”;
 - (d) observed bicycle volumes on both sides, noting “along” or “crossing”;
 - (e) observed heavy vehicle volumes;
 - (f) estimated pedestrian flows determined from adjacent land use attributes;
 - (g) estimated bicycle flows determined from adjacent land use attributes.
3. Accident data:
 - (a) number, location and cause of fatalities by road user group;
 - (b) number and location of serious injuries by road user group.
4. Operational characteristics:
 - (a) speed limit (general, for motorcycles; for trucks);
 - (b) operating speed (85th percentile);
 - (c) speed management and/or traffic calming;
 - (d) presence of ITS devices: queue alerts, variable message signs;
 - (e) school zone warning;

- (f) presence of school crossing supervisor at prescribed periods.
5. Geometric characteristics:
- (a) cross section characteristics (number, type and width of lanes, central median shoulders layout and material, cycle tracks, foot paths, etc.), including their variability;
 - (b) horizontal curvature;
 - (c) grade and vertical alignment;
 - (d) visibility and sight distances.
6. Objects, clear zones and road restraint systems:
- (a) roadside environment and clear zones;
 - (b) fixed obstacles at the roadside (e.g. lighting poles, trees, etc.);
 - (c) distance of obstacles from roadside;
 - (d) density of obstacles;
 - (e) rumble strips;
 - (f) road restraint systems.
7. Bridges and tunnels:
- (a) presence and number of bridges, as well as relevant information concerning them;
 - (b) presence and number of tunnels, as well as relevant information concerning them;
 - (c) visual elements representing hazards for the safety of the infrastructure.
8. Intersections:
- (a) intersection type and number of arms (noting in particular the type of control and the presence of protected turns);
 - (b) presence of channelisation;
 - (c) intersection quality;
 - (d) intersecting road volume;
 - (e) presence of level crossings (noting, in particular, the type of crossing and whether they are manned, unmanned, manual or automated).
9. Maintenance:
- (a) pavement defects;
 - (b) pavement skid resistance;
 - (c) shoulder condition (including vegetation);

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.

- (d) condition of signs, markings and delineation;
 - (e) condition of road restraint systems.
10. Vulnerable road users' facilities:
- (a) pedestrian and cycling crossings (surface crossings and grade separation);
 - (b) cycling crossings (surface crossings and grade separation);
 - (c) pedestrian fencing;
 - (d) existence of sidewalk or separated facility;
 - (e) bicycle facilities and their type (cycle paths, cycle lanes, other);
 - (f) quality of pedestrian crossings with regard to the conspicuity and signposting of each facility;
 - (g) pedestrian and cycling crossing facilities on entry arm of minor road joining network;
 - (h) existence of alternative routes for pedestrians and cyclists where there are no separated facilities.
11. Pre/post-crash systems for traffic injury and gravity mitigation elements:
- (a) network operational centres and other patrolling facilities;
 - (b) mechanisms to inform road users of driving conditions in order to prevent accidents or incidents;
 - (c) AID (automatic incident detection) systems: sensors and cameras;
 - (d) incident management systems;
 - (e) systems for communicating with emergency services.;
- (5) Annex IV is amended as follows:
- (a) point 1 is replaced by the following:
 - 1. location of the accident (as precise as possible), including GNSS coordinates;;
 - (b) point 5 is replaced by the following:
 - 5. accident severity..