

EU Directive EC 2008/96 and EU Policy Orientations on Road Safety 2011-2020

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Trans-European North-South Motorway (TEM)

Genève, 14.04.2015

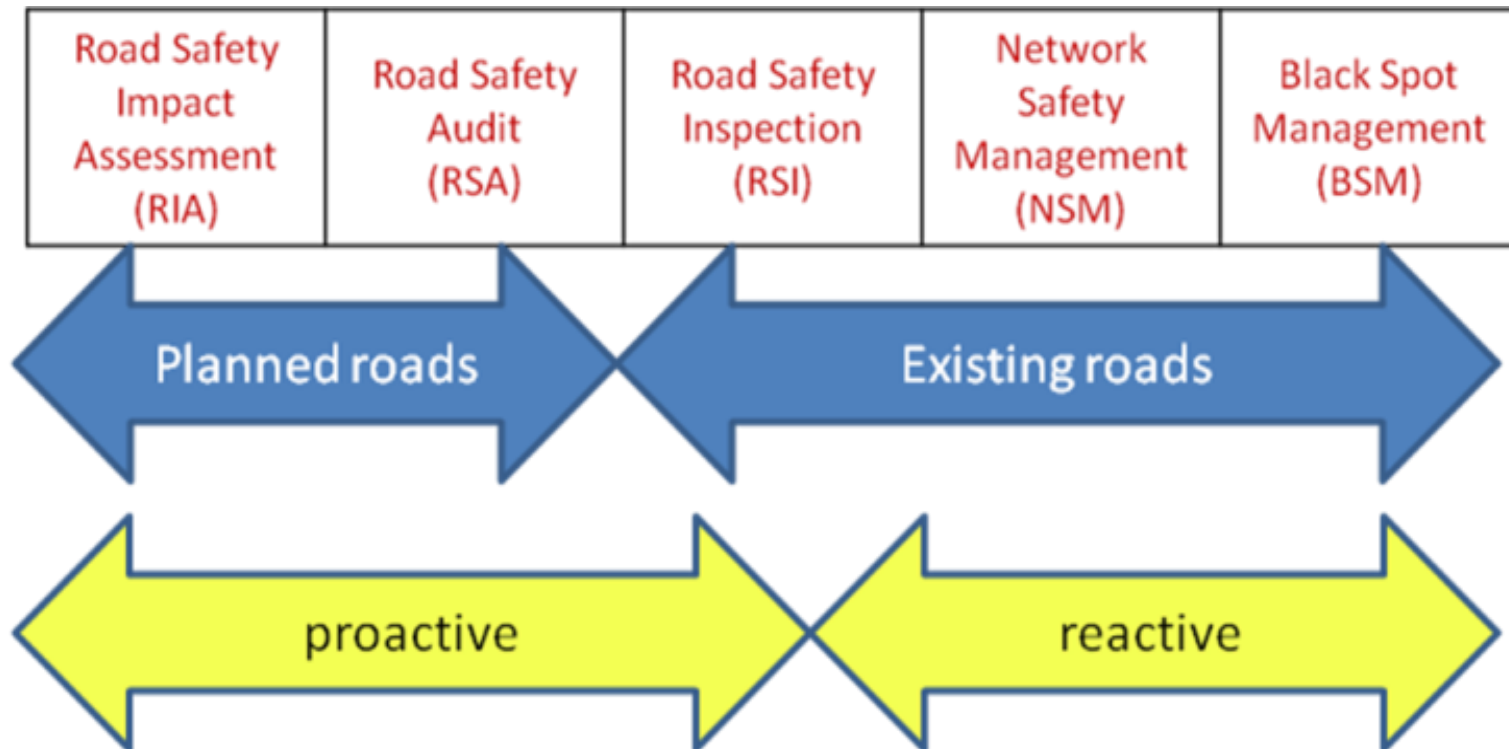
Directive 2008/96/EC

DIRECTIVE 2008/96/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 19 November 2008 on ROAD INFRASTRUCTURE SAFETY MANAGEMENT

Directive 2008/96/EC

- Road safety impact assessment for infrastructure projects
- Road safety audits for infrastructure projects
- Safety ranking and management of the road network in operation
- Safety inspections
- Data management
- Adoption and communication of guidelines
- Appointment and training of auditors
- Exchange of best practices
- Continuous improvement of safety management practices
- Adaptation to technical progress

Methods of Road Safety Management Overview



Road Safety Impact Assessment - RIA

- The road safety impact assessment shall be carried out at the initial planning stage before the infrastructure project is approved.
- The road safety impact assessment shall indicate the road safety considerations which contribute to the choice of the proposed solution.
- It shall further provide all relevant information necessary for a cost-benefit analysis of the different options assessed.

Road Safety Impact Assessment - RIA

Annex I: Elements of a Road Safety Impact Assessment:

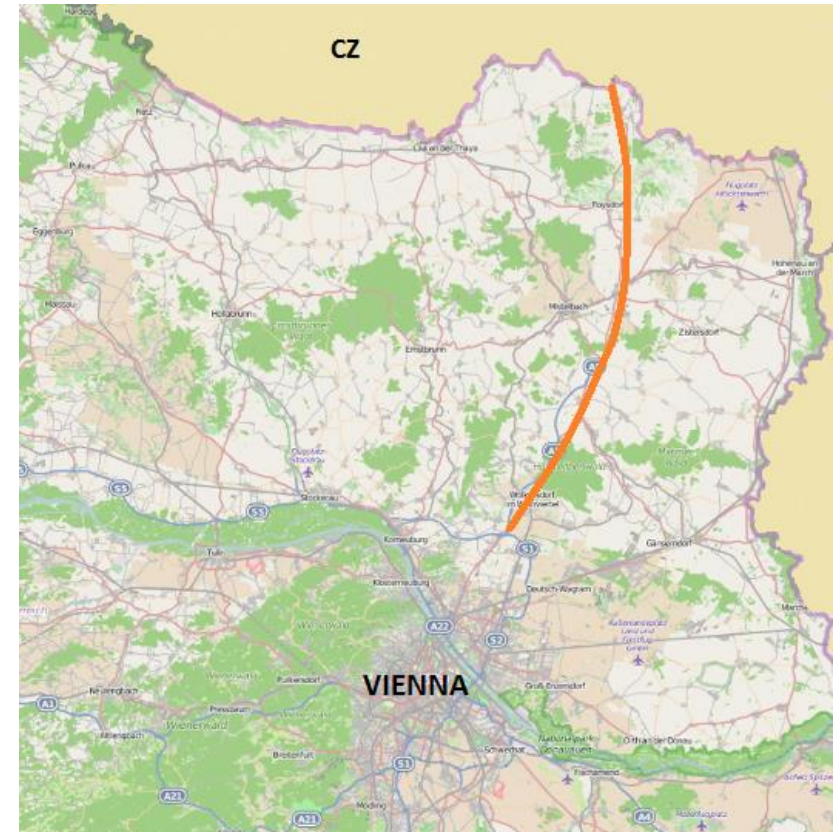
- problem definition
- current situation and 'do nothing' scenario
- road safety objectives
- analysis of impacts on road safety of the proposed alternatives
- comparison of the alternatives, including cost-benefit analysis
- presentation of the range of possible solutions

Road Safety Impact Assessment - RIA

Annex I: Elements to be taken into account:

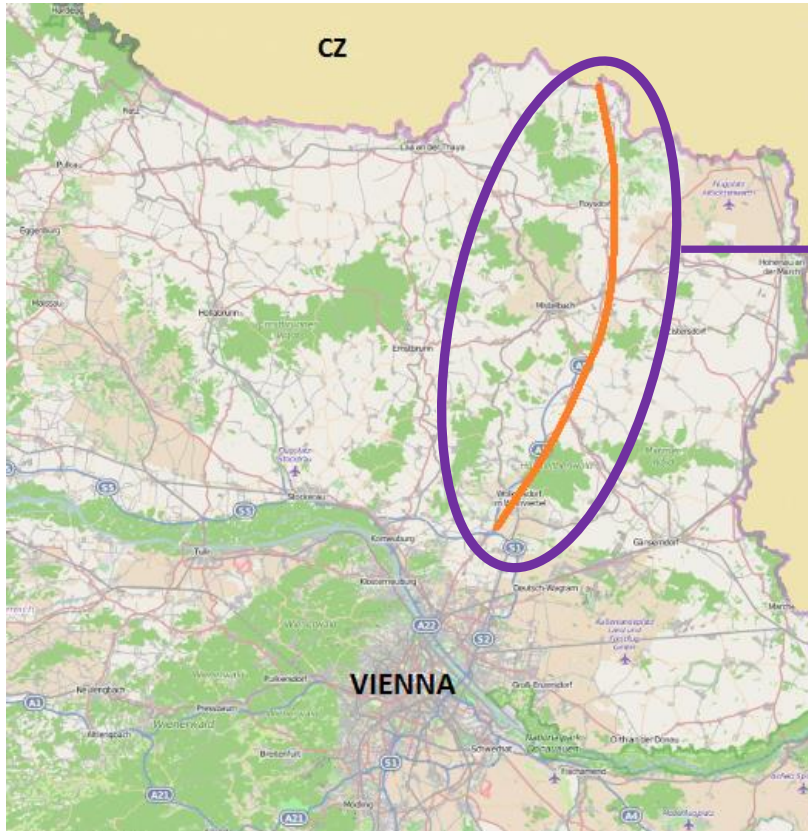
- fatalities and accidents, reduction targets against 'do nothing' scenario
- route choice and traffic patterns
- possible effects on the existing networks (e.g. exits, intersections, level crossings)
- road users, including vulnerable users (e.g. pedestrians, cyclists, motorcyclists)
- traffic (e.g. traffic volume, traffic categorisation by type)
- seasonal and climatic conditions
- presence of a sufficient number of safe parking areas
- seismic activity

Road Safety Impact Assessment - RIA



Source: <http://www.openstreetmap.org>

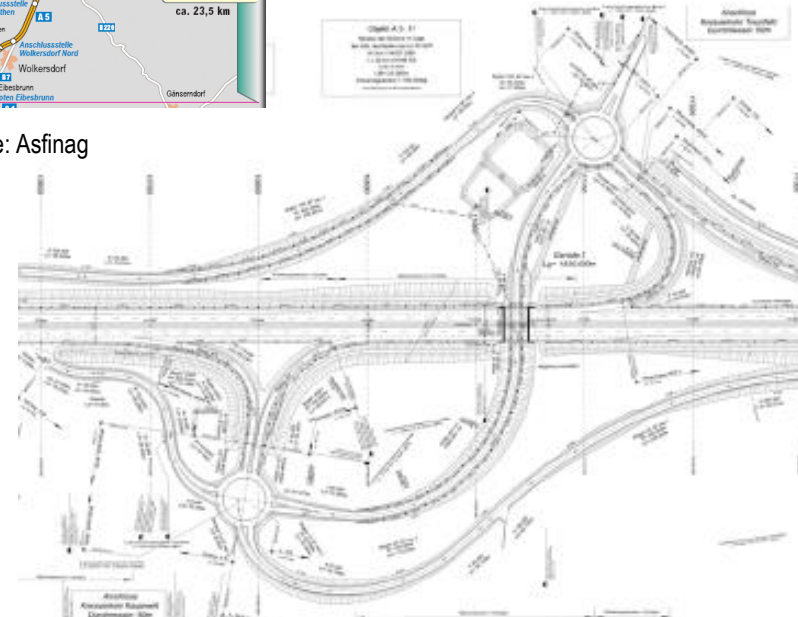
RIA => Road Safety Audit RSA



Source: <http://www.openstreetmap.org>



Source: Asfinag



Road Safety Audit - RSA

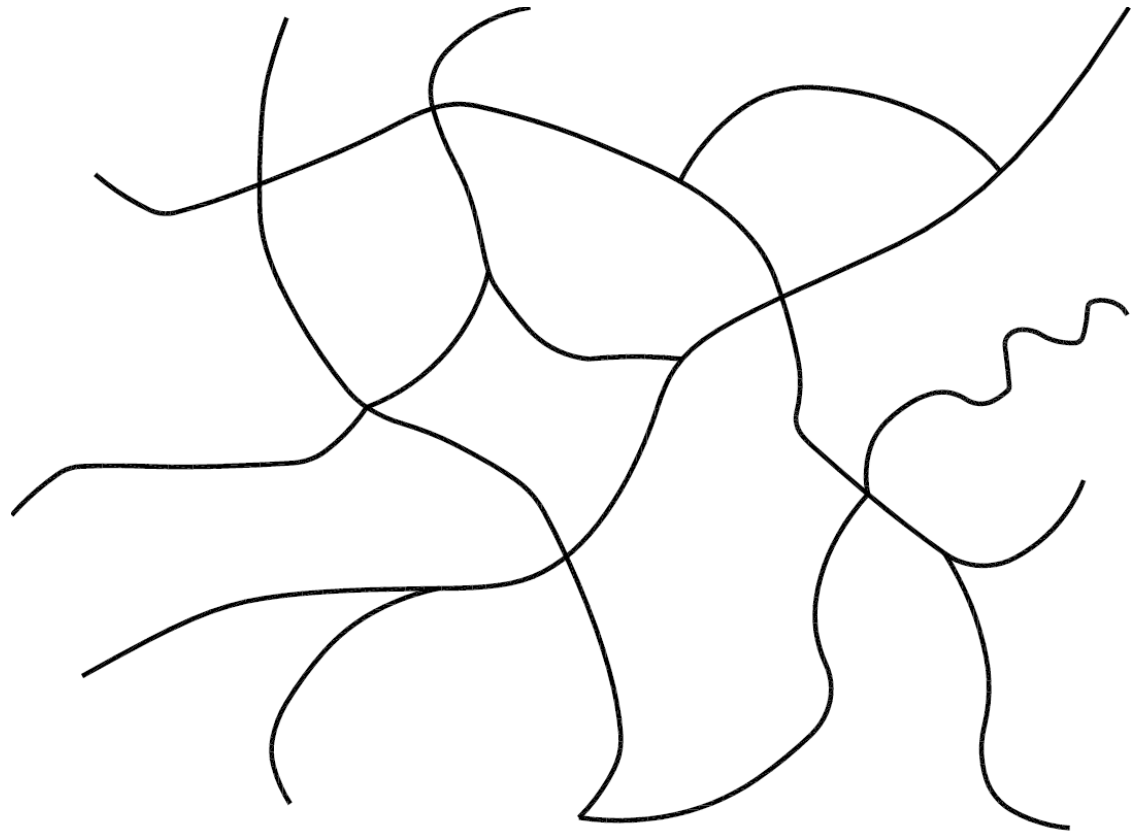
Road safety audits for infrastructure projects

- should be carried out for all infrastructure projects
- should be carried out by trained auditor (competence and training necessary)
- shall form an integral part of the design process of the infrastructure project at the stage of draft design, detailed design, pre-opening and early operation
- the auditor sets out safety critical design elements in an audit report
- relevant recommendations from a safety point of view

Safety ranking and management of the road network in operation

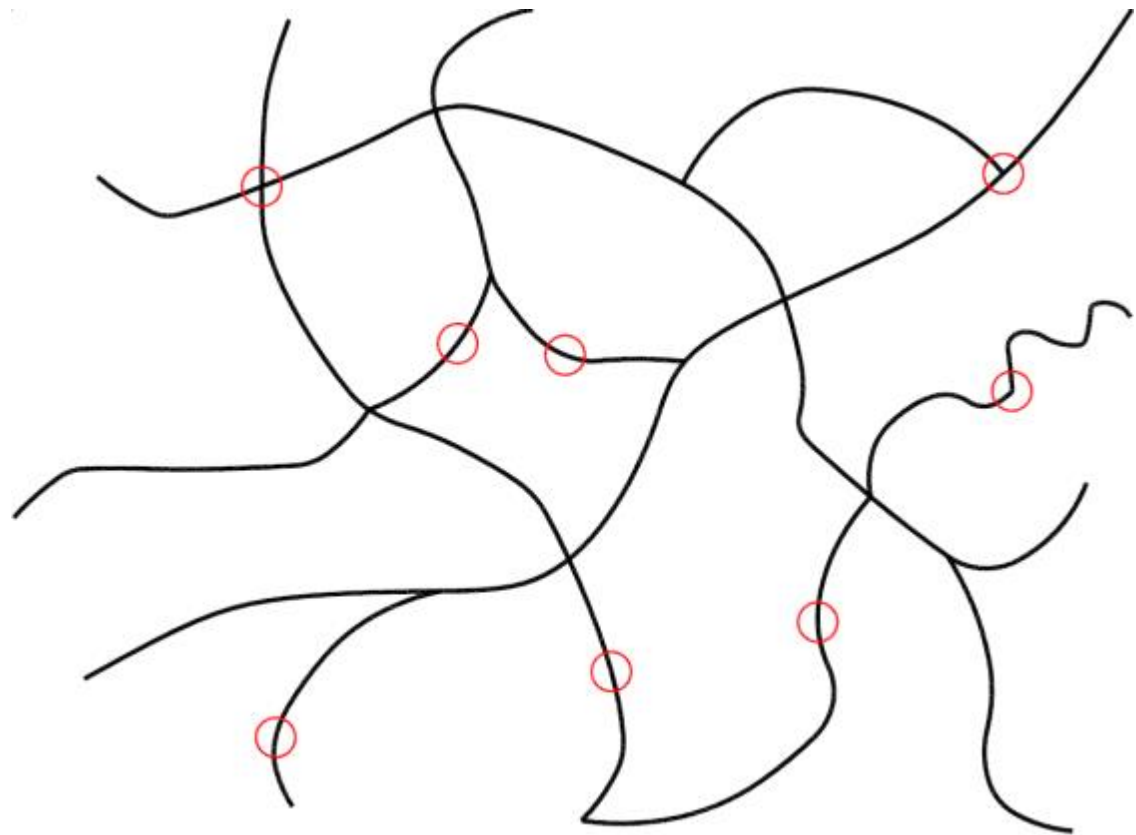
- Ranking of high accident concentration sections and network safety ranking on the basis of reviews of the operation of the road network
- At least every three years
- Road sections showing higher priority shall be evaluated by expert teams by means of site visits
- Remedial treatment with emphasis on measures with highest benefit-cost-ratio
- Information for road users

Safety ranking and management of the road network in operation



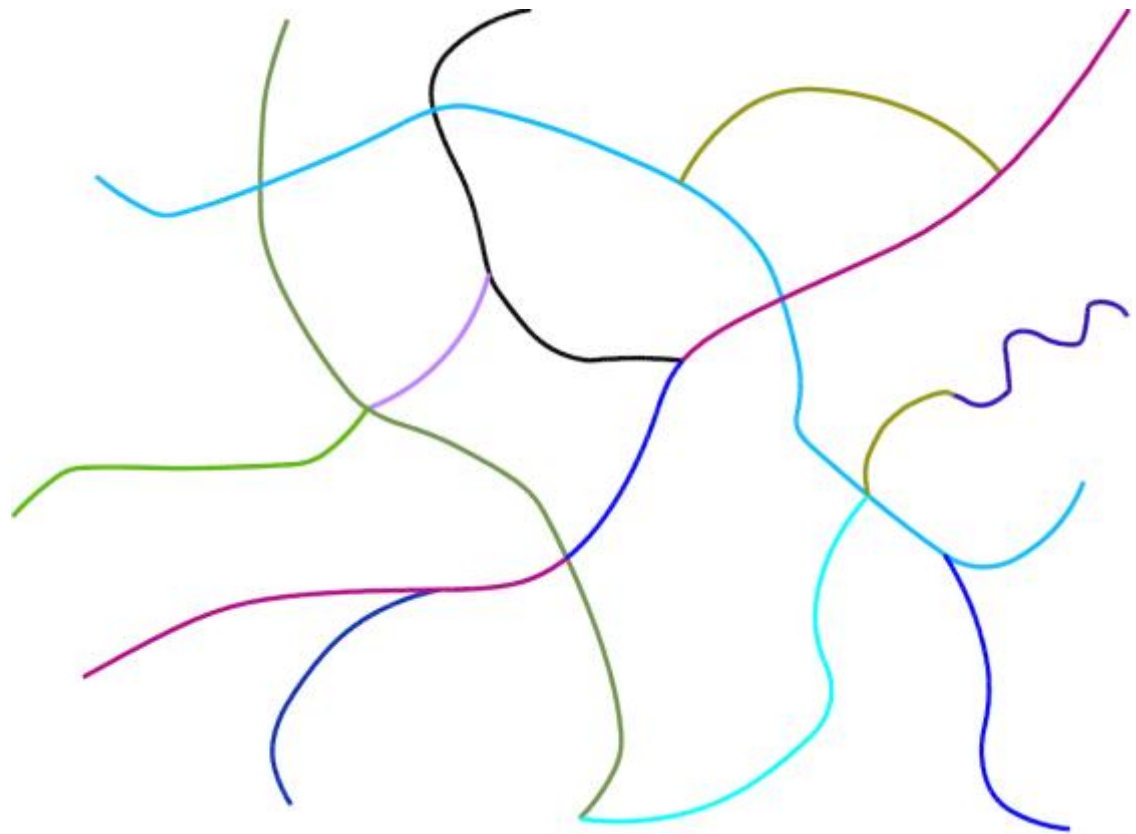
Safety ranking and management of the road network in operation

- High accident concentration sections



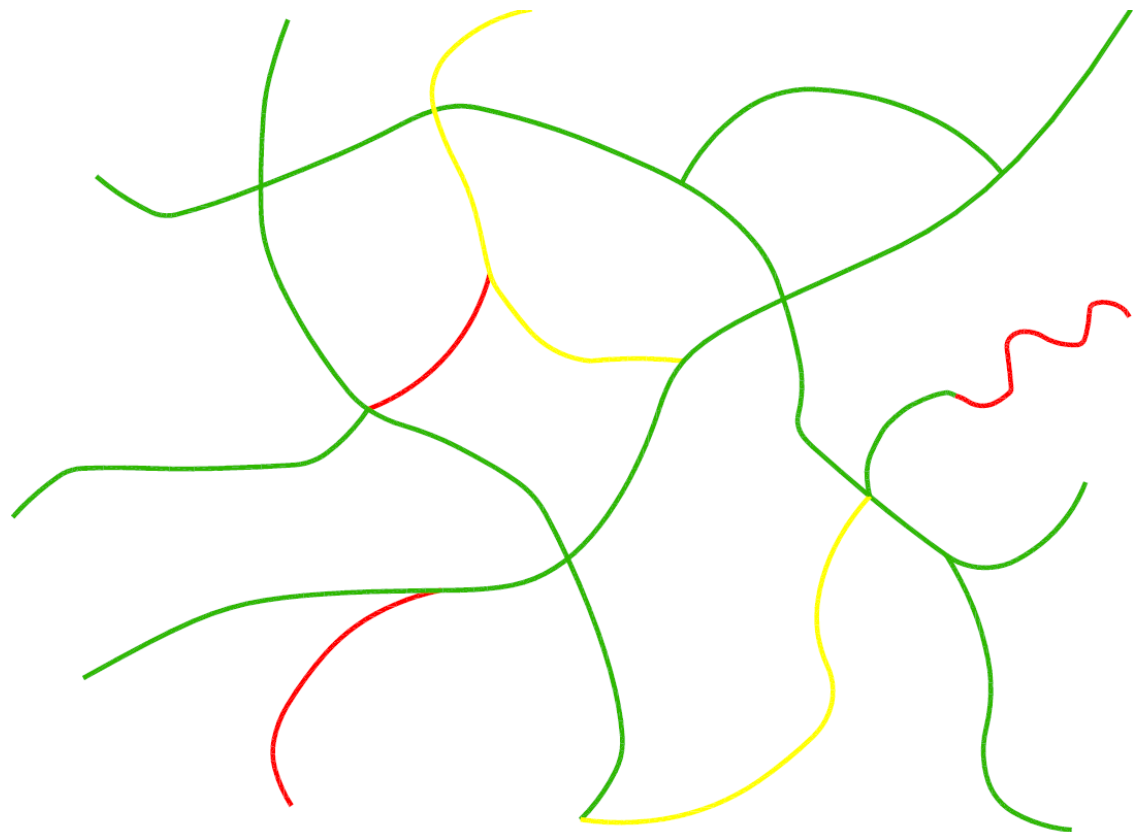
Safety ranking and management of the road network in operation

- Definition of homogenous sections in the network (traffic, alignment, urban-rural,...)



Safety ranking and management of the road network in operation

- sections showing higher priority/potential are evaluated by expert-teams => RSI
- measures with highest cost-benefit-ratio have higher priority
- road users have to be informed of the existence of a high accident concentration section



Safety inspections

- Safety inspections of roads in operation in order to identify road safety related features and prevent accidents
- Impact of roadworks on the safety of the traffic flow
- Periodic inspections of the road network: inspections shall be sufficiently frequent to safeguard adequate safety levels for the road infrastructure in question



14.04.2015

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Safety inspections

Annex III: 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

Appointment and training of auditors

- Training curricula for road safety auditors are necessary
- Auditors undergo an initial training resulting in the award of a certificate of competence, and take part in periodic further training courses
- Certificates of competence are necessary

Appointment and training of auditors

Requirements for auditors

- Relevant experience or training in road design, road safety engineering and accident analysis
- Initial training resulting and periodic further training courses have to be done
- Auditors have to be independent - at the time of the audit auditors shall not be involved in the conception or operation of the relevant infrastructure project

EU Policy Orientations on Road Safety

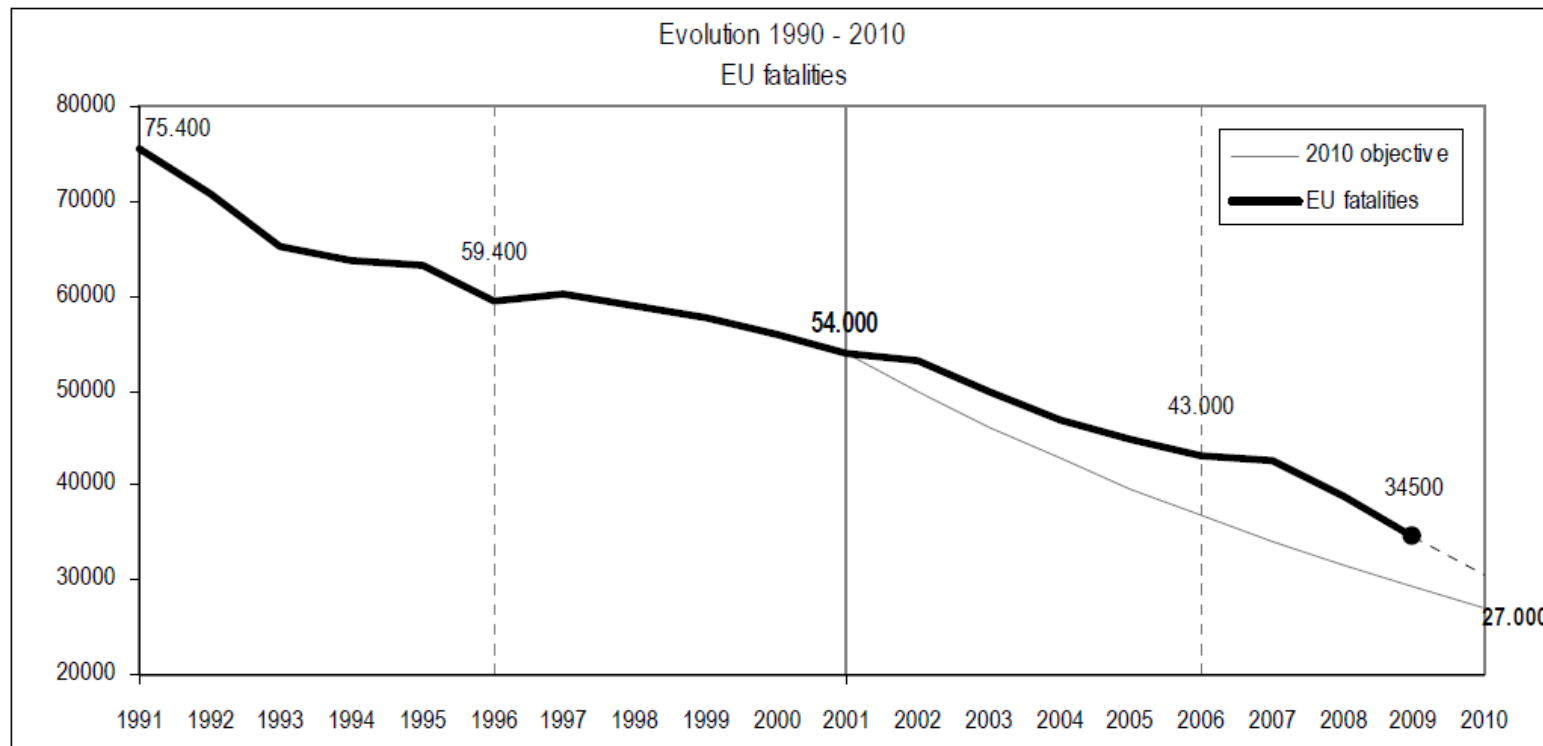
Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions

Towards a European road safety area: policy orientations on road safety 2011-2020

20.07.2010

(“Road Safety Programme”)

EU Policy Orientations on Road Safety



Source: European Commission, Towards a European road safety area: policy orientations on road safety 2011-2020, 20.07.2010

EU Policy Orientations on Road Safety

*Improve
education
and training
of road users*

*Safer
Vehicles*

*Promote use
of modern
technology
to increase
road safety*

*Protect
vulnerable
road users*

*Improved
emergency &
post-injuries
services*

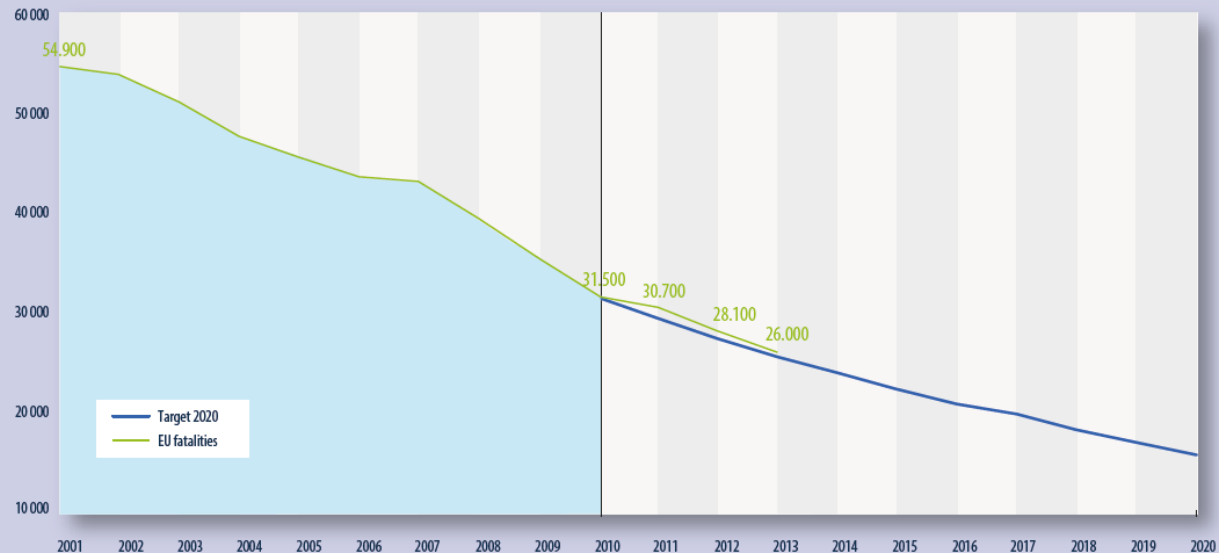
*Increase
enforcement
of road rules*

*Safer road
infrastructure*

EU Policy Orientations on Road Safety



Road fatalities in the EU since 2001



Source: - CARE (EU road accidents database)

Mobility and Transport

<http://ec.europa.eu/roadsafety>

Thank you!

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