European Directive on Road Safety Management [2008/96/EC]

Article 8

GUIDELINES FOR COMPETENT AUTHORITIES ON THE APPLICATION OF THE DIRECTIVE

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1. Background

In its White Paper ‘European Transport policy for 2010: time to decide’ the European Commission expressed the need to carry out safety impact assessments and road safety audits, in order to identify and manage high accident concentration sections within the community. It also set the target of halving the number of deaths on the roads within the European Union between 2001 and 2010.

The Official Journal of the European Union dated 29 November 2008 contained new legislation for Road Safety Infrastructure Management [Directive 2008/96/EC]. This legislation applies directly only to the Trans-European Road Network (TERN).

Following the OJEU publication each Member State had to decide what national legislation, if any, may be necessary to align with the European Legislation and go on to enact such legislation by the deadlines given in the Directive. Additionally technical and policy information has to be updated as required.

1. Introduction

European Directive 2008/96/EC on Road Safety Infrastructure Management (the “Directive”) provides new legal requirements for the safety management of the Trans-European Road Network (TERN). The Directive became law on 19 November 2008 and took effect on 19 December 2010, although later dates apply for implementation (see below).

The Directive introduces specific legal requirements for activities. . The Directive includes legal requirements for:

- Road Safety Audit
- Road Safety Auditor Certification
- Road Safety Impact Assessment
- Road Safety Inspection
- Network Safety Ranking (accident ‘hotspot’ management)
- Informing the public about accident hotspots

In accordance with the UK’s obligation to transpose EU Directives, careful consideration was given to whether transposition needed to be by way of regulation. An assessment of the requirements of the Directive revealed that almost all the obligations under the Directive were already being carried out by the UK’s strategic road authorities. Consequently, the Directive was transposed by means of the administrative measures, guidance and domestic Law that constitutes the activities under the Directive and not by regulation. .

2. About this document

This document demonstrates compliance with the Directive. This document is mainly written for professional users but must be made available to public readers.

The objective of this document is to facilitate the identification of relevant policy and technical advice that corresponds to the Directive’s requirements, so that competent entities can, if necessary ensure compliance with the obligations in the Directive. This document comprises the

following documents which together comprise the Guidelines as defined at Article 2.8 of the Directive and described in more detail at Article 8:

- **Appendix A** - A detailed spreadsheet which sets down how the UK authorities comply with each Article of the Directive. Against each Article there is given the relevant UK administrative practices, guidelines and domestic Law. By following the contents of the "technical document" and "reference" in relation to each Article the obligations with that Article will be complied with.

- **Appendix B** - Provides a list of useful hyperlinks to the main technical and guidance documents which underpin compliance with the Directive

- **Appendix C** - This comprises a questionnaire submitted to the UK by the EU Commission which comprises a series of questions on how the UK will adopt the Directive.

- **Appendix D -** The Directive contains Annexes which, though mandatory, should be used to guide the way in which the activities set out in the Directive are carried out. This Appendix sets out how the current technical documents and guidance incorporate the detail in the Annexes.

3. Scope

In terms of legal requirements, only roads on the TERN are directly affected by the contents of the Directive, albeit that only very modest changes to existing practice are required. However in terms of policy application**,** it is often undesirable to distinguish between different types of trunk road by creating a tiered network, as to do so may create other difficulties. It therefore should generally be assumed that all trunk road projects and trunk roads are to be treated similarly. Any exceptions or relaxations to this simplified approach will be set out in individual policy documents.

The Directive applies to new roads and improvements that may affect the safety of road users. Maintenance schemes are not included. The focus of the Directive is operational road safety and it has no direct impact on aspects related to construction safety, although activities currently undertaken to safeguard road users using the advice of Chapter 8 of the Traffic Signs Manual (for temporary traffic management) are within the scope of the Directive, but are not affected by it.

In applying the Directive, particularly in respect of "network safety ranking" of existing roads and the design of road safety intervention measures, the current policy of targeting measures across the trunk road network (including motorways) where they will have the most beneficial impact will continue and the implementation of Directive does not infer that the normal rules of prudent investment should be altered. Therefore the status of a road as TERN or non-TERN should not in itself be a material fact in determining the relative priority of any investment.

These Guidelines are applicable to the United Kingdom and are to be used by the Competent Authorities throughout the United Kingdom with responsibility for the TERN. Where practices or technical guidance differs for a particular UK administration that is noted in the document.

4. Implementation and Programme

The Directive is not retrospective, but for projects in preparation that will enter the next phase of development (or road opening) after the date of publication of this compliance document, the Directive's requirements must be applied.

A later implementation date applies for Road Safety Auditor certification. This date will be two years from the date of publication of this document. The effective implementation date of this document is given below under "Date of Publication".

The Directive only legally applies to new TERN roads and "substantial" changes that affect road users on existing TERN roads. In practice when defining which road improvements are "substantial" and subject to the full range of requirements of the Directive, it is preferable to conservatively define such projects by reference to those that would normally require Road Safety Audit processes as set out in HD19 (DMRB Volume 5.2). In the case of "network safety ranking" of existing roads, the requirements are not subject to the same test and all TERN roads are assumed to be covered.

Where doubt exists as to the applicability of the Directive, advice should be sought from the named contact points (see below).

5. Main changes resulting from the Directive

The majority of the contents of the Directive have no bearing on the current good practices for road safety management on the trunk road network. This document provides a reference point for the related policy and technical advice documents, some of which have been amended or introduced to take account of the requirements of the Directive. The main changes are as follows:

- **Road Safety Audit training curriculum and Road Safety Auditor Certificate of Competence** – this is published in IAN 152/11[1] which in time will be replaced by a revision to HD19 (DMRB Volume 5.2). details of the arrangements for the issuing of certificates are published in IAN 152/11 which in time will be replaced by a revision to HD19 (DMRB Volume 5.2.). IAN 152/11 also explains how the Road Safety Auditor Certificate of Competence sits alongside the existing process for appointing an appropriate road safety audit team. Service Providers that employ road safety auditors should plan ahead to ensure that they can offer continuity of services.
- **Site visits for the investigation of accident hotspots** – although currently it would be unusual for the process of preparing remedial schemes to omit site visits, the Directive now makes this mandatory. One member of the team that visits the prospective remedial site must be a suitably qualified road safety engineer. In England the Safety Operational Folder[2] has been updated to reflect these changes.
- **Reporting of accident costs along routes** – the current arrangements for reporting accidents in a variety of ways are to be supplemented by the inclusion of route accident costs using individual accident monetary valuations already published annually in "Reported Road Casualties Great Britain", based on actual severity valuations of accidents. Service Providers and highway authority route managers should view such information alongside other information when determining priorities for investment. The information will be provided in the Regional Road Safety Reports that will support the Reported Road Casualties on the Highways Agency Network Report produced annually.[3] The documents where these costs are reported are accessed by the HA website.

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[1] For Scottish Trunk Roads Refer – "TS Interim Amendment 40/11"; Wales – IAN 152/11 (W) and Northern Ireland – "Director of Engineering Memorandum 136/11"

[2] In Scotland the 3rd Generation Term Contract for Management and Maintenance of the Scottish Trunk Road network shall be amended to reflect these changes.
In Wales, the Guidelines for the Submission of Road Safety Schemes document includes the benefit-cost ratio within the process of prioritising routes for investigation.

[3] In Scotland this information will be reported in the annual Moving Cursor Programme
In Wales, the Guidelines for the Submission of Road Safety Schemes document includes the benefit-cost ratio within the process of prioritising routes for investigation.

- **Informing the public of "high accident concentration sections"** – the current arrangements given in the Traffic Signs Manual for using warning signs, where appropriate, will continue. Signs that indicate unspecified hazards or inform roads users of the numbers of casualties/accidents at a location will not be erected. The publication of accident maps on public websites is the preferred method of compliance. These will be reported in www.roadcasualtiesonline.co.uk[4] and will include a section for the TERN network.

6. Enforcement

Service Providers and route managers should be aware that non-compliance with policy and technical requirements on TERN routes for aspects covered by the Directive may be the subject of enforcement via European courts.

7. Contact for Further Advice

This document comprises the main source of advice and it should not be necessary for Service Providers and highway authority route managers to undertake interpretation of the Directive.

Further advice can be sought from

England: paul.goward@highways.gsi.gov.uk.
Northern Ireland:Greg.McClelland@drdni.gsi.gov.uk
Scotland: hugh.gillies@transportscotland.gsi.gov.uk
Wales: RichardS.Morgan@wales.gsi.gov.uk

[4] In Scotland this information will be reported in Transport Scotland's annually published "Reported Road Casualties – Scotland 201"
In Wales, collision cluster site information will be published within the statistics section of the Welsh Government website at http://wales.gov.uk/topics/statistics/theme/transport/accidents

Appendix A : Compliance Document - “Transposition Table”

This spreadsheet sets out the way in which the UK competent authorities comply with each article of the Directive.

Article	Applicable legislative provisions	Technical Document	Reference	Country
3.1	Section 39(3)(c) Road Traffic Act 1988 (Obligation on local highway authorities, when constructing new roads, to conduct studies to reduce possibility of accidents- provision broadly supports the application of this Article regarding Local authorities) Road Traffic Act 1988 applies to Great Britain. Applicable legislation in Northern Ireland: Road Traffic (N.I) Order 1995/2994 (Article 52A(2))	DMRB Volume 5 Section 1 Part 2 TD 37: Scheme Assessment Reporting	Sections 3.19	UK
		DfT Webtag TAG Unit 3.1.4: The Accident Sub-Objective	Section 3.1.1	England
		Scottish Transport Appraisal Guidance	Section 4.3	Scotland
		Northern Ireland Roads Service Appraisal Procedure	Whole Document	Northern Ireland
		Network Evaluation from Survey and Assignment (NESA)	Section 2.2	Scotland
		Welsh Transport Planning and Appraisal Guidance	Section 8.2	Wales
		DMRB Volume 13, COBA 11 User Manual, Part 0	Section 2.2	England, Wales, & Northern Ireland
		PartnerNET - Technical Appraisal Report	-	England
		PartnerNET - Scheme Assessment Report	-	England
3.2	As above	LNMS Value Management (VM) Guidance	Sections 3.1 & 3.2	England
		Guidance on Technical Appraisal Report (TAR) Initial Scheme Preparation	Section 1	England
		Roads Safety Policy & Procedures Guide: 'Major Works Schemes – Inception to Construction'.	-	Northern Ireland

		Project Appraisal Report (PAR) Guidance Notes Version 5	Sections 1.3.1 & 1.3.2	England
3.3	As 3.1	See Article 3.1	N/A	N/A
4.1	(a) Section 39(3)(c) Road Traffic Act 1988 (b) Road Traffic (N.I) Order 1995/2994 (c) Sections (1) and (3) of The Health and Safety at Work Act 1974 (Obligation to conduct activities in a way which does not expose employees or general public to danger- criminal sanctions for breach) (c) Applies to Great Britain. Applicable Northern Ireland legislation: The Health and Safety at Work Order (N.I.) 1978/1039 (Article 5)	DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.1	UK
4.2	As above	DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.59	UK
		Arrangements for a new certificate of competence will be put in place by December 2011 via an amendment to HD19.	N/A	UK
4.3	As 4.1	DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.20	UK
		DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.21	
		DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.24	
		DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.27	

		DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.32	
4.4	As 4.1	DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.69 d - f	
		DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Sections 2.75 & 2.76 Exception Report	
4.5	As 4.1	DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.69 d - f	
5.1	(a) Section 39(3)(a) & (b)Road Traffic Act 1988 (Local highway authorities must carry out studies into vehicle accidents and take appropriate measures to prevent accidents-broadly supports the application of this Article regarding local authorities) For N.I see article 3.1 (Article 52A(3)) (b) The Health and Safety at Work Act 1974 (see 4.1)	Safety Operational Folder Area Safety Action Plan Guidance Note	Section 4 Mandatory Sections and Forms	England
		Value Management of Local Network Management Schemes (LNMS) Interim Update	Appendix H Section 1.1	England
		Operational State of the Network	Section 1	England
		Guidelines for the submission of Road Safety Schemes	Whole document	Wales
		"Policy & Procedure Guide RSPPG_E027 Road Safety Engineering Procedures"	Whole document	Northern Ireland
5.2	As above	Safety Operational Folder Area Safety Action Plan Guidance Note	Section 4 Mandatory Sections and Forms	England
5.3	As 5.1	Safety Operational Folder Area Safety Action Plan Guidance Note	Section 4 Mandatory Sections and Forms	England

		Safety Operational Folder: Guide to Route Treatments	Whole document	England
		Road Safety Good Practice Guide	3.31	UK
5.4	Directly applicable provisions: (a) Section 65 Road Traffic Regulation Act 1984 (b) Section 174 Highways Act 1980 (c) Section 65 New Roads and Street Works Act 1991 (d) Section 124 New Roads and Street Works Act 1991(Scotland only) Jurisdiction: (a), (c) and (d)-Great Britain, (b)- England and Wales Applicable additional UK provisions: (a) – Road Traffic Regulation (N.I.) Order 1997/276 (Article 29) ("the 1997 Order") (b)- (i)Roads (Scotland) Act 1984 (section 60) (ii) The 1997 Order (Article 31) (c) & (d)-The Street Works (N.I.) Order 1995/3120.(Article 25)	Traffic Signs Manual Chapter 8 Part 1	D2.12.4	UK
5.5	(b)Section 39 (1) and (3) Road Traffic Act 1988 (power to disseminate information to promote road safety-broadly applicable to the requirements of the Article) (b) (for 39(1) -The Road Traffic (N.I.) Order 1995/2994 (Article 52A(2) (see 3.1 for 39(3)) Section 65 Road Traffic Regulation Act 1984 (see 3.1 and 5.4)	Traffic Signs Manual Chapter 4	Whole document	UK
		Each UK TERN highway authority also holds information on accident performance of routes in differing formats. Such information will be made available to the public by Dec 2011	N/A	UK
6.1	Directly applicable legislation: (a) Section 41 Highways Act 1980	Highways Agency Network Management Manual Part 3	3.1.2.5	England

	(b) Sections (1) and (2) Roads (Scotland) Act 1984 (c) Roads (N.I.) 1993/3160 (Article 8) (d) Section (3)The Health and Safety at Work Act 1974. (see 4.1)	Routine and Winter Service Code Part 2 – Performance Requirements	Section 2.1.2.1	England
		Roads Service Policy & Procedure Guide RSPPG_E019: "Road Maintenance Standards for Safety"	Whole document	Northern Ireland
		Welsh Trunk Road Maintenance Manual Part 2	Sections 2.1.5 & 2.1.6	Wales
		Current operating contract	Schedule 7	Scotland
6.2	As above. Additionally: (a) Section 174 (1A) Highways Act 1980 (power to issue "guidance" on road works i.e Traffic Signs Manual) (see 5.4) *(b)* Section 59(3) New Roads and Street Works Act 1991 *(*requirement to issue Codes of practice for street works) (See 5.4 for jurisdiction. The Street Works (N.I.) Order 1995/3120 Article 19)	Highways Agency Network Management Manual Part 3	3.19.5	England
		Routine and Winter Service Code Part 2 – Performance Requirements	Section 2.1.2.1	England
		Traffic Signs Manual Chapter 8 Part 1	D2.1.1	UK
		Traffic Signs Manual Chapter 8 Part 2	O1.1.2	UK
		Traffic Signs Manual Chapter 8 Part 1	Section D3.4 Lane Capacity	UK
6.3	See 6.1 (The duty under section 41 can only be discharged through inspection)	Highways Agency Network Management Manual Part 3	3.1.2.5	England
6.4	See 6.2	Traffic Signs Manual Chapter 8 Part 1	D1.1.2	UK
		Traffic Signs Manual Chapter 8 Part 1	D1.1.3	UK

7.1	(a) Section 39 (1) and (3) Road Traffic Act 1988 (see	The Department for Transport Instructions For the Completion of Road Accident Reports Stats 20	Section 2.1	England, Scotland, Wales
		Northern Ireland accident reporting form	Whole document	Northern Ireland
		STATS19 accident reporting form	Whole document	England, Scotland, Wales
7.2	As above	DfT Webtag TAG Unit 3.1.4: The Accident Sub-Objective	Table 3	Published in England but values used throughout UK
8.1		The Guidelines are spread across a large number of existing documents. Modest changes to a small number of existing component documents will be made.	N/A	UK
8.2		This transposition table will be provided at the appropriate time. This will be based on this table updated as necessary to take account of the small number of changes to existing documents that comprise “the guidelines”.	N/A	UK
8.3		N/A	N/A	N/A
9.1	Section 39(1) Road Traffic Act 1988 *(see article 3.1)*	DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.59	UK
		Arrangements for a new certificate of competence, including publication of a curriculum, will be put in place by December 2011 via an amendment to HD19.	N/A	UK
9.2	As above	DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.59	UK
			N/A	UK

9.3	As 9.1	DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.59	UK
			N/A	UK
9.4	As 9.1	DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.59	UK
		DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 1.21	
		DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 1.6	
		DMRB Volume 5, Section 2 HD 19: Road Safety Audit	Section 2.51	

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Appendix B : Useful hyperlinks

Technical Document	URL
DMRB Volume 5 Section 1 Part 2 TD 37 Scheme Assessment Reporting	http://www.standardsforhighways.co.uk/dmrb/vol5/section1/td3793.pdf
Project Appraisal Report (PAR) Guidance Notes Version 5	http://www.ha-partnernet.org.uk/portal/server.pt/community/project_appraisal/608
Value Management of Local Network Management Schemes (LNMS) Interim Update	http://www.ha-partnernet.org.uk/minisite/fpg_2006/documents/LNMS%20VM%20InterimUpdate%20DDA.doc
DMRB Volume 5, Section 2 HD 19 Road Safety Audit	http://www.standardsforhighways.co.uk/dmrb/vol5/section2.htm
Road Safety Good Practice Guide	http://www.dft.gov.uk/pgr/roadsafety/laguidance/roadsafetygoodpracticeguide?page=4#a1016
Safety Operational Folder Area Safety Action Plan Guidance Note	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Area%20Safety%20Action%20Plan%20Guidance%202008.pdf
DMRB Volume 13, COBA 11 User Manual, Part 0	http://www.dft.gov.uk/pgr/economics/software/coba11usermanual/part0theappofthecoba3152.pdf
Highways Agency Network Management Manual Part 3 Routine Service	http://www.standardsforhighways.co.uk/nmm_rwsc/index.htm
DMRB Volume 5, Section 2 HD 19 Road Safety Audit	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf
Operational State of the Network	hhttp://www.ha-partnernet.org.uk/portal/server.pt/community/safety_operational_folder/411
PartnerNET - Technical Appraisal Report	http://www.ha-partnernet.org.uk/portal/server.pt?open=space&name=CommunityPage&id=5&psname=Opener&psid=4&cached=true&in_hi_userid=3921&control=SetCommunity&PageID=0&CommunityID=449&WG_link=http://www.ha-partnernet.org.uk/minisite_secure/hawww/www/MP/PCF/Product_Groups/New_Groups/../../Products/Technical%20Appraisal%20Report.html
PartnerNET - Scheme Assessment Report	http://www.ha-partnernet.org.uk/portal/server.pt?open=space&name=CommunityPage&id=5&psname=Opener&psid=4&cached=true&in_hi_userid=3921&control=SetCommunity&PageID=0&CommunityID=449&WG_link=http://www.ha-partnernet.org.uk/minisite_secure/hawww/www/MP/PCF/Product_Groups/New_Groups/../../Products/Scheme%20Assessment%20Report.html
LNMS Value Management (VM) Guidance	http://www.ha-partnernet.org.uk/minisite/fpg_2006/documents/LNMSVM_feb05_000.pdf
Guidance on Technical Appraisal Report (TAR) Initial Scheme Preparation	http://www.ha-partnernet.org.uk/minisite_secure/hawww/www/MP/PCF/Templates_and_RACI_Chart/Guidance_on_TAR.doc
Traffic Signs Manual Chapter 8 Part 1	http://www.dft.gov.uk/pgr/roads/tss/tsmanual/tsmchap8part1.pdf

Routine and Winter Service Code Part 2 – Performance Requirements	http://www.standardsforhighways.co.uk/nmm_rwsc/index.htm
Traffic Signs Manual Chapter 8 Part 2	http://www.dft.gov.uk/pgr/roads/tss/tsmanual/tsmchap8part2.pdf
The Department for Transport Instructions For the Completion of Road Accident Reports Stats 20	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf
DfT Webtag TAG Unit 3.1.4: The Accident Sub-Objective	http://www.dft.gov.uk/webtag/documents/expert/unit3.4.php#2_2
Safety Operational Folder: Guide to Route Treatments	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf
Traffic Signs Manual Chapter 4	http://www.dft.gov.uk/pgr/roads/tss/tsmanual/trafficsignsmanualchapter4.pdf
Northern Ireland accident reporting form	http://www.psni.police.uk/road_collision_report.pdf
STATS19 accident reporting form	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/stats19reportform.pdf
Scottish Transport Appraisal Guidance	http://www.transportscotland.gov.uk/reports/stag/j9760-00.htm
Welsh Transport Planning and Appraisal Guidance	http://wales.gov.uk/deet/publications/transport/weitag/guidance.pdf;jsessionid=vGPPN18KTGvp5yLnxjndzy7P2LvLW0sZLZPY2MgLBrVZv9B9n6rv!-1422443286?lang=en
Northern Ireland Roads Service Appraisal Procedure	http://www.roadsni.gov.uk/roadimprovements/index/appraisal_procedure.htm

Appendix C : Questionnnaire from the Road Infrastructure Safety Management Committee of the EU Commission and UK responses

1. GENERAL

Ref	Question	UK Response
1.1	Website address or link for general information on the safety management of road infrastructure	There is no single website address for all aspects of road safety management. The production of Guidelines by December 2011 will allow us to house all relevant web links in one convenient location. The UK sections of TERN are largely the responsibility of the trunk road highway authority in each component territory (England, Scotland, Wales and Northern Ireland). It is still to be decided whether a single version of the Guidelines will be produced or four variant sets that reflect the situation in each territory.
1.2	Which technical / legal problems are encountered in the implementation of the whole process? Are there national laws to be changed / repealed?	It is intended that transposition will be in line with current UK Government thinking to effect transposition without the need for regulation where possible. As most of the directive's requirements are already being carried out, we believe that all the requirements can either be met by existing UK legislation or by administrative methods, with some changes to guidelines where required.
1.3	Is the scope of the Directive (i.e. TEN-roads) extended to other roads? (alternatively; is there a plan to extend the scope of the directive?) Which other roads? Timing of implementation?	The domestic legal scope will be limited to TERN. In practice where there are no cost implications the policy implementation may extend to trunk roads from the same date that Guidelines are published.
1.4	What are the legal instruments for implementing the Directive in your Country? *[here, a reference to legal instruments is required; copy of the original legislation must be provided; comments on their content is to be given within sections 2-5 of the questionnaire]* • Scope (art. 1) • Definitions (art. 2) • Road safety impact assessment (art. 3) • Road safety audits (art.	See 1.2 above. Where legislation already exists, the references are included in the covering letter. Those requirements not already covered by legislation will be transposed by way of amendments to existing guidance **Road Safety Impact Assessment.** Design Manual for Roads and Bridges (DMRB) (and associated documents) published by the Highways Agency; provides a common set of standards and guidance. The DMRB is also used by the strategic highway authorities in the rest of the UK and has been adopted by many local highway authorities as best practice. The DMRB requires that when a road scheme is appraised its safety features will be considered as part of this process, including where an appraisal takes place before the scheme is approved. Appraisal methods for the four UK territories vary slightly as noted in response to Question 2.1 **Road Safety Audits.** Within the DMRB, there is already a detailed fully working system of road safety audits covering the requirement for audits to be undertaken at the same design and

	4) • Safety ranking and management of the road network operation (art. 5) • Safety inspections (art. 6) • Data management (art. 7) • Adoption of guidelines to support the competent entities (art. 8) • Appointment and training of auditors (art. 9)	operation stages as required by the Directive. Road safety audits are already undertaken for all strategic roads within the UK. **Safety ranking and management of the road network operation.** Currently, under the principles established by DfT's "Road Safety Good Practice Guide" the highway authorities identify and rank the safety of roads. This enables proper prioritising of remedial measures, including measures to reduce fatal accidents. The detailed methods vary slightly across the four UK territories. For example the Roads Service in Northern Ireland currently publishes (in partnership with the NRA in Ireland) the safety risk for all major roads in line with the EuroRAP protocols. In Scotland the safety ranking is based on the route and national accident rates which brings forward schemes to be assessed for their effectiveness and economic return. **Safety inspections.** There is already a statutory duty on highway authorities to maintain their network, which includes keeping it free from danger to road users. The requirement to consider the impact of roadworks on safety can be met by using Chapter 8 of the Traffic Signs Manual, which provides detailed guidance on safe roadworks. **Data management.** The police currently obtain fatal accident data whilst carrying out their investigation functions and a report is already produced for every fatal. Under long-standing arrangements between the Home Office and DfT the police supply specific data (STATS19) on road injury accidents (including fatal accidents) for use by DfT in the preparation and publication of annual road casualty statistics, include a valuation of road accidents and casualties. If necessary we could strengthen the process, for the purpose by an MOU between DfT and the Home Office. Scotland produces is own statistics using the the same data which is published annually. Relevant information will be made available on-line. Details of all recorded road casualties in Great Britain are publicly available on the DfT web-site at: http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/roadcasualtiesonline/ In Northern Ireland, The PSNI (Police) record and analyse all collision data (on CRF forms). The PSNI supplies individual collision records to Roads Service for further detailed analysis, including infrastructure implications. **Adoption of guidelines to support the competent entities.** Training for auditors is currently a requirement within the DMRB, but there is presently no requirement that a certificate of competence be issued by training providers. That will be made a requirement within revisions to the DMRB which will also satisfy the requirement for training curricula to be established. **Appointment and training of auditors.** There are already training providers for road safety

		audits. The HA will publish a curriculum which providers will be required to use for training courses by 19 December 2011. This will lead to certificates of competence being issued. Guidance will be published which includes references to all the guidance documents and existing legislation which cover the Directive.
1.5	*The directive (article 2.9) does not indicate explicitly what an "infrastructure project" is. Thus:* Which are the criteria with respect to "substantial modification to the existing network which affects the traffic flow" (article 2.9)?	In practical terms in application on the road network, because the objectives are met by existing practices for any size of project we do not need to try to define it. The definition is most relevant to road safety audit and road safety impact assessment. As a rule of thumb currently any change to the permanent road layout would require a road safety audit and a road safety impact assessment and we have no need to amend existing practice.
1.6	*Initial period: the competent entity must decide whether a given "infrastructure project" is subject to a safety impact assessment / an audit. Given that the directive should not have a retroactive effect, the competent entity must determine if a given step of a project (planning / conception / design) is finalised or not. Thus:* What is the administrative act – taken by the competent entity – which "approves" or "finalise" a step of a project (planning / conception / design), in order to implement or not the provisions of the Directive? How is the transition period organised (i.e. for steps initiated ***before***, and finalised ***after*** 19.12.2010)?	This is a complex issue and depends on whether land take (legal orders) are required or not and whether or not there is Public Inquiry. We have taken the view that because our processes already include road safety impact assessment as an integral part of project appraisal, it is not necessary to closely define the varying forms of approval that a project would go through. Because our processes are not amended by the Directive it is not necessary to categorise projects in relation to the key date of 19.12.2010.

2. ROAD SAFETY IMPACT ASSESSMENT (RSIA)

<table>
<tr><th>Ref</th><th>Question</th><th>UK Response</th></tr>
<tr><td>2.1.</td><td>Website address or link for information about RSIA</td><td>
<table>
<tr><th>Country</th><th>Source of Advice</th></tr>
<tr><td>England</td><td>http://www.dft.gov.uk/webtag/</td></tr>
<tr><td>Scotland</td><td>http://www.transportscotland.gov.uk/strategy-and-research/scottish-transport-analysis-guide/transport-assessment</td></tr>
<tr><td>Wales</td><td>http://wales.gov.uk/topics/transport/publications/weltag/?lang=en</td></tr>
<tr><td>Northern Ireland</td><td>http://www.roadsni.gov.uk/roadimprovements/index/appraisal_procedure.htm</td></tr>
</table>
</td></tr>
<tr><td>2.2.</td><td>How is RSIA inserted in traffic and road safety management?</td><td>Safety aspects are a component of scheme appraisal which reports information on monetary and non-monetary impacts. The headings for appraisal are Economy, Safety, Integration, Accessibility and Environment.</td></tr>
<tr><td>2.3.</td><td>How do you compare road safety to other criteria like environmental issues and accessibility in the initial planning stage, e.g. monetary terms or qualitative terms?</td><td>Each criterion is rated and scaled in terms of its positive or negative impact. In economic terms it is theoretically possible that economy savings (time savings) can be traded for safety disbenefits but in reality a scheme would most likely only proceed to approval if it had no significant disbenefits under all criteria.</td></tr>
<tr><td>2.4.</td><td>Will the RSIA be carried out at the same time than other assessments (environmental, accessibility, …)?</td><td>Broadly speaking yes, but there may be reasons why one or more parts of the assessment are carried out ahead of the others. Nevertheless all relevant criteria must be reported upon at the same time ahead of approval stage.</td></tr>
<tr><td>2.5.</td><td>What are the standard stages for "initial planning"? at which step is RSIA implemented in the process?</td><td>The project development cycle includes an “option development phase”. In the UK, this phase would generally consider different transport interventions and if a highways option was favoured then a number of highway intervention options would then be considered. At this stage the relative road safety impacts of different options would be considered.</td></tr>
<tr><td>2.6.</td><td>How is defined the boundary of the road network which is likely to be influenced by a new infrastructure project?</td><td>This decision is dependent on the details of the project. The boundary can be a significant distance away and is normally informed by the traffic modelling work which informs us where traffic impacts would occur.</td></tr>
<tr><td>2.7.</td><td>How do you handle with the elements of annex I in the process of assessment? Which data will you use?</td><td>The impact is normally measured by comparing historic accident data for an existing road with forecast data for the proposed improved road or new road. Data is held for categories of road such as motorways, dual carriageways and single carriageways. Similarly for junction</td></tr>
</table>

	To which extent will the RSIA include quantitative data?	improvements our evaluation of previous performance of similar designs allows us to predict the impacts of changing from one form of junction to another. The majority of elements of Annex 1 are relevant to the UK process.
2.8.	Which entity (ies) is (are) undertaking RSIA?	The relevant highway authority is responsible for ensuring that the RSI takes place.
2.9.	Are there manuals, guide books, etc., for RSIA? If they exist, is their use mandatory?	See response to question 2.1.
2.10.	Is there a template to report the results of a RSIA?	Yes. An Appraisal Summary Table is produced for each project option and sets out simply and concisely the key consequences of different options for tackling a particular problem using the five objectives (see above). Some of these objectives have been divided into a number of sub-objectives, reflecting the wide variety of impacts arising from transport projects.
2.11.	Which procedure exists after the drawn up of the RSIA-report (e.g. publication; public enquiry; follow up by the competent entity)?	The response to this question would depend on the nature of the likely intervention and whether statutory consultation or non-statutory consultation takes place. Where consultation takes place it would be normal to inform consultees of the likely impacts, including safety. This would not always necessitate including full details of the safety impact assessment, but the main issues would be summarised. Where a project is confirmed as requiring a Public Inquiry, full details of the road safety impacts would be included in the evidence presented at such an Inquiry.

3. ROAD SAFETY AUDIT (RSA)

Ref	Question	UK Response
3.1	Website address or link for information about RSA	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf
3.2	Do you have unit costs for each of the 4 steps of a RSA?	We do not store this information. In particular we note that the type and scale of a project would affect the unit costs. We also note that the work is not always awarded to commercial organisations on the basis of price alone.
3.3	What are the provisions to ensure that the RSA is "independent" (art. 2.4) and that the auditor is not involved in the conception or operation of the project (art. 9.4.c)?	Our standard (see link at 3.1 above) states “The Audit Team shall be independent from the Design Team. The Project Sponsor will not accept a team if it lacks the necessary training, skills and experience or where its independence from the design team is in doubt. In such cases, an alternative team shall be proposed.”
3.4	How is defined an "early operation"?	In the UK we define “early operation” as 12 months and 36 months (Stage 4a and Stage 4b audit). We wait until sufficient accident data is available (12 months minimum) to demonstrate a scheme’s safety performance.
3.5	Are there manuals, guide books, etc., for RSA? If they exist, is their use mandatory? What are the contents of checklists for the 4 stages of an Audit (in or out of the manual)?	See response to question 3.1 – the standard is HD19 published in the Design Manual for Roads and Bridges. This document applies to all trunk roads (including TERN) although various other guidance exists for lower speed roads. This standard is being updated to incorporate training curricula resulting in an award of competency
3.6	How do you handle with the elements of annex II in the process of assessment? Which data will you use?	The majority of elements of Annex 2 are relevant to the UK process. We do not take account of seismic activity in road safety audit; such considerations would be a part of the design process which in the context of the UK would not be a significant issue due to our favourable location. We also note that weather conditions and the degree to which the road design takes account of such conditions would normally be reviewed in Stage 2 RSA not Stage 1 RSA.
3.7	Is it planned to have separate audit modes with respect to the type of infrastructure / the nature of road operator?	No - the standard HD19 deals with all scenarios.
3.8	Is it planned to have separate auditors for the design stage (draft / detailed) and for operational stage (pre-opening / early operation)?	No - the standard HD19 allows scope for the same audit team to be used, but different teams are also permitted.

3.9	How are organised the training and the certification of auditors?	See below
	• What are the curricula for the training for road safety auditors?	We do not currently produce a curriculum. However there is a high degree of commonality across current training courses supplied. The current guidance, set out in HD19 on required training and experience is intended to be flexible, recognising that the experienced road safety professionals that are needed to carry out Road Safety Audits may have developed their careers from a range of backgrounds. The formal curriculum to be developed by December 2011 will take account of existing courses. We intend to publish the curriculum in an amendment to HD19 in 2011.
	• What is the corresponding degree (Bachelor / master)?	The proposed qualification does not require a bachelor/master qualification as a pre-requisite, nor will it carry any equivalence to these academic achievements.
	• What is the duration of the training course?	Currently HD19 advises that auditors should have attended at least 10 days of formal Accident Investigation or Road Safety Engineering training. This may be via a single course or across a number of courses. No significant changes are envisaged.
	• How is periodic training of auditors organised?	HD19 recognises that continuing professional development is required to keep up to date. It advises that 2 days of training per year is preferred. No significant changes are envisaged for this aspect.
3.10	(if relevant) How will be organized the transition from experimented auditors to the newly certified auditors?	It is assumed that this question should say “experienced” rather than “experimented”. We are not proposing to introduce a requirement that experienced road safety auditors would have to repeat all their training to achieve a certificate of competence. The duration of the initial training course will be targeted to allow the experienced auditors to undertake the initial training as part of their ongoing Continual Professional Development. The aim will be comply with the Directive in all aspects, including article 9.4. (a) which requires us to ensure that auditors have relevant experience.

		We intend to fully utilise the 2 year period to allow the new Certification system to settle down and to minimise any negative impacts of non-availability of suitable auditors.
3.11	Article 9 states that Certification is just initial training. What additional measures do you envisage to qualify an auditor or a team leader which is not him/herself an auditor? What is the composition of an audit team, in particular with respect to the experience of the members?	See response to question 3.10 Composition of an audit team is set out in HD19 as follows: • A Road Safety Audit Team shall comprise the Audit Team Leader and at least one Audit Team Member. • **An Audit Team Leader must have a** minimum of 4 years Accident Investigation or Road Safety Engineering experience. Completion of at least 5 Road Safety Audits in the past 12 months as an Audit Team Leader or Member. In order to become an Audit Team Leader the auditor will already have achieved the necessary training to become an Audit Team Member. However, they should also demonstrate a minimum 2 days CPD in the field of Road Safety Audit, Accident Investigation or Road Safety Engineering in the past 12 months. • **An Audit Team Member** must have a minimum of 2 years Accident Investigation or Road Safety Engineering experience. Completion of at least 5 Road Safety Audits as Audit Team Leader, Member or Observer in the past 24 months. The Audit Team Member should have attended at least 10 days of formal Accident Investigation or Road Safety Engineering training to form a solid theoretical foundation on which to base practical experience. They should also demonstrate a minimum of 2 days CPD in the field of Road Safety Audit, Accident Investigation or Road Safety Engineering in the past 12 months.
3.12	How is validated the training process?	We are currently considering how the new requirements for curriculum will be monitored. In general we would expect professional training organisations to act in a professional manner, but we will be imposing some form of validation.
3.13	How long is the initial qualification valid? What is the process to maintain it?	We do not expect to introduce a time limit on validity of a Certificate. However any candidate auditor must also show that they are active in their field before carrying out audits. This is set out in HD19 by reference to the number of audits carried out in the previous one or two year period (dependant on status as team leader or audit

		member).
3.14	Is (are) there a template (templates) to report the results of a RSA?	Yes - standard HD19 gives an example report whose format acts as a template. HD19 also gives lists of common safety issues to assist the audit team in reviewing a design.
3.15	What are the procedures for ensuring that "unsafe features" (art. 4.4) and "relevant recommendations" (art. 4.5) are properly taken into consideration?	There are only two possibilities. Either a safety recommendation is accepted and the design is changed, or a report is produced to explain why a recommendation cannot be agreed.

4. ROAD SAFETY INSPECTION (RSI)

Ref	Question	UK Response
4.1	Website address or link for information about RSI	In England there are two sources of information: - Highways Agency Network Management Manual - Routine Winter Service Code: These are available from this home page: http://www.standardsforhighways.co.uk/nmm_rwsc/index.htm In Wales very similar documentation is applied to this process. Wales's "Trunk Road Maintenance Manual"(TRMM) is yet to be published, but when issued will be located at: http://wales.gov.uk/topics/transport/roads/ In Northern Ireland information is provided at "Roads Service Policy & Procedure Guide: RSPPG_E019: Road Maintenance Standards for Safety". This document is currently not loaded on a public website but will be made available. In Scotland information is contained in Schedule 7 of the current operating contract, see: http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/south-west-unit-operating-contract
4.2	Do you have unit costs for RSI?	None are available
4.3	Is there a continuity between RSA phase 4 (early operation) and periodic RSI?	RSA Stage 4 occurs at 12 months and 36 months. RSI will commence as soon as a road is contractually handed over from the constructor to the maintainer. This varies according to the contractual arrangements in place, but will often be before 12 months meaning that RSI occurs ahead of RSA stage 4 in many cases.
4.4	At which moment do you undertake periodic RSI (e.g. at fixed dates or in combination with maintenance activities)?	The timing and frequency depends on the asset type as set out in the relevant Code of Practices. In some UK territories the requirements are prescriptive, but in England the Code encourages the Service Provider to think ahead (e.g. which defects might arise in the next year and where to look for them). Traditionally, the occurrence of defects has been identified by detailed, general or principal inspections, but in some of the Codes of Practice there is now freedom for the Service Provider to develop alternative cycles of

		inspection or other means of monitoring to achieve the safety outcomes. For example, remote monitoring, CCTV or combinations of inspections and routine service activities may be considered.
4.5	Establishing a body of inspectors is not mandatory. Which entity (ies) is (are) undertaking RSI?	Highway authority, generally using private sector companies or 'in house' trained inspectors.
4.6	As for training … • Describe the training for road safety inspectors. • Degree of training (Bachelor …)	We do not specify qualifications for inspectors. The company that employs the inspectors must ensure that suitable people are used and that the selection takes account of the range of skills required for different types of inspection.
4.7	Are there manuals, guide books, etc., for RSI? If they exist, is their use mandatory?	See response to question 4.1
4.8	Is there a template for RSI reports?	There is no single template and inspection records can vary in style dependant on their purpose, and the asset type. Even for routine drive-through inspections we would expect simple evidential records to be stored even where no defect was found. We recommend that Service Providers store records on asset databases.

5. SAFETY RANKING (SR) AND NETWORK SAFETY MANAGEMENT (NSM)

Ref	Question	UK Response
5.1	Website address or link for information about SR & NSM	In England this information is contained in the “Safety Operational Folder”. See: http://www.ha-partnernet.org.uk/portal/server.pt/community/safety_operational_folder/411 Similar systems are in place in Scotland, Northern Ireland and Wales and information is available to the public. For example in Wales the Welsh Assembly Government (Transport Wales) produce “Guidelines for the Submission of Road Safety Schemes [originally produced April 2008 (Revised June 2009 and August 2010 and October 2011”. In Northern Ireland the Roads Service use “Policy & Procedure Guide: RSPPG_E027 Road Safety Engineering Procedures”. In Scotland the high level process is explained in the Scottish Government’s Strategic Road Safety Plan, available on-line at: http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/j9041-00.htm
5.2	How do you connect the NSM with the three-year SR of high accident concentration sections?	We adopt a staged approach as follows: **Stage 1:** Collect accident data. Accident Data collection is an ongoing responsibility of the Managing Agent, as part of the Watchman role. The data is supplied by the police (STATS 19 forms) (CRF in Northern Ireland) and held by the local highway authority. In Scotland, Transport Scotland collect the data and annually issue a list of potential problem locations to the operating companies managing the network. **Stage 2:** Analysis of data. **Stage 3:** Identification of problem and causations. The response to an accident problem may not be in the hands of the highway authority. While engineering solutions will be important this stage gives the opportunity to assess where other stakeholders and partners may also have a role. This may involve the other three 'E's of education, publicity campaigns (encouragement), changes in enforcement processes, or combinations of these. **Stage 4:** Develop interventions. Where solutions have been identified as appropriate the Managing Agent or road authority will undertake the process of design, bidding for funds, safety audit, and construction, using the information and priorities identified in previous stages. **Stage 5:** Inform partners and stakeholders. **Stage 6:** Monitoring: the evaluation of engineering and non-engineering schemes will allow identification of the most

		successful and cost effective measures. When the actions are carried out by partners or stakeholders information should still be brought back to the highway authority. Within Stage 4 it is normal for benefit to cost ratios (expressed in terms of "first year rate of return") to be announced and also that a value management process is undertaken to ensure that the best solutions are put forward. At this stage the availability of funds determines how many projects are funded, with those with highest benefit to cost ratios being favoured in the prioritisation, but with a view also taken on a project's impacts on other road network objectives. This defined, staged approach relates to the situation in England, although procedures in the other three UK territories are similar.
5.3	What is in your opinion the connection between road safety inspections (on the one hand) and SR / NSM on the other hand?	In addition to the objective information about an accident that is recorded on the STATS19 forms, the police, on-road staff (e.g. Incident Support Unit crews etc) may collect qualitative information. This additional data may include statements from witnesses, a plain language description of incidents e.g. rollover incidents where no injuries occurred but potential exists in future for injures to occur. In general, asset condition data (from inspections) is used to inform expenditure of maintenance budgets rather than expenditure of road improvement budgets; the latter being accident-data led. There is co-ordination such that composite layout improvement/maintenance schemes can proceed within a common works package. Maintenance of assets of the TERN in the UK is to a high standard and is based on a comprehensive set of asset data fed through from surveys and inspections.
5.4	Information must be provided on the safety ranking. How often will this information be updated?	We will continue to analyse accident data annually.
5.5	How do you handle with the elements of annex III in the process	We are familiar with the concepts outlined in annex III. In England, we have assisted our safety engineers by including a Chapter on potential treatments. See Annex 6 of the document referred to in the response to question 5.1. Specific link below: http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf

	of assessment ? Which data will you use?	NI follows the principles laid out in the above document, although it is intending to develop its own version. TWIS (Transport Wales Information System) hosts guidance for the Trunk Road Agents on how to prepare local safety schemes. This system also identifies collision clusters and rates. In Scotland Annex iii is considered through for each individual route through a Route Safety File which contains all information gathered and used for the safety management of the network.
5.6	Are there provisions for the composition of the expert teams (education, experience, knowledge) ?	In the UK we have adopted a system where we place our trust in the professional staff employed by suppliers. The quality systems and training of suppliers' senior staff are assessed at the tender stage of wide-ranging service contracts. Specific efforts to assess service provider team competency at a micro (task) level are unlikely to be productive, but the process of developing safety intervention schemes involves regular interaction with the highway authority meaning that any weakness in service providers will be readily visible to highway authorities. In general we would expect responsible staff to be qualified to the same level as a road safety auditor in HD19.
5.7	How do you establish high accident concentration sections? Are there manuals, guide books, etc., for SR and for NSM? If those manuals exist, is their use mandatory?	See response to question 5.1. The use of these manuals is mandatory.

5.8	Is there a template for reports?	No.
5.9	What will be done with the report of the expert team? Which procedures will be followed? Are reports published?	Reports are generally not published for public use. However where a suitable intervention project is identified a project appraisal Report is produced to summarise the main features, costs and impacts to enable the highway authority to confirm the value and priority of the project.
5.10	How do you inform road users of the existence of high accident concentration sections?	Our view is that roadside signing should not necessarily be used to announce how many casualties have occurred in a defined time period. Statistics on road casualties vary from year to year and any signing of this type would be inevitably become inaccurate as well as being potentially visually intrusive and costly. Our view is that signing is more useful when informing road users of particular hazards, such as severe bends, rather than advising road users of general accident danger. We already gather route safety information but we do not currently, as matter of course, publish such information, except in England where data is contained in the documents referenced at response to question 5.1. It is proposed that in Scotland, Wales and Northern Ireland such information will in future be made available via public websites to improve the information available to the public. Specific dangers will continue to be addressed in intervention plans. Where signing is an appropriate component of an intervention plan then such signing will be erected using prescribed traffic signs if supported by the advice contained in the Traffic Signs Manual. [See: http://www.dft.gov.uk/pgr/roads/tss/tsmanual/] Scotland is to publish annual figure on a route by route basis comparing performance against the national rate. This is to be published on the Transport Scotland website.

6. OTHER SUBJECTS

Ref	Question	UK Response
6.1	Website address or link for information about other subjects *[other than those quoted at Q 1.1]*	See http://www.dft.gov.uk/collisionreporting/Stats/stats20.pdf (STATS20: Instructions for the Completion of Road Accident Reports) for information on how accident reports are completed. For Scotland, also see: http://www.scotland.gov.uk/Topics/Statistics/Browse/Transport-Travel/scotstat/lgrasmeets http://www.scotland.gov.uk/Publications/2010/11/05111814/0
6.2	How is calculated the average social costs of fatal and severe accidents?	This is explained in Webtag Unit 3.4 (see http://www.dft.gov.uk/webtag/documents/expert/unit3.4.php). The values are normally updated annually and are announced annually in Reported Road Casualties Great Britain(see http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/) http://wales.gov.uk/topics/transport/publications/weltag/?lang=en For Scotland, also see: http://www.scotland.gov.uk/Publications/2010/11/05111814/0
6.3	Which competent entity (ies) is (are) drawing up the accident reports for fatal accidents?	The police carry out this function.
6.4	What use is made of accident reports?	They are analysed and reported in the document “Reported Road Casualties Great Britain” – see second link at response to question 6.2. In Scotland they are recognised through the accident analysis process and the publication of casualty statistics. http://www.scotland.gov.uk/Publications/2010/11/05111814/0
6.5	How is addressed the problem of "under-reporting"?	Research has been carried out and is summarised in Article 5 of the 2009 version of the document “Reported Road Casualties” – see second link at response to question 6.2
6.6	Special road safety issues	None

Appendix D : Compliance with Annexes of Directive

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
Annex I.1	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.	Project Appraisal Report (PAR) Guidance Notes Version 5	Section 2.6.20	Each impact worksheet should also include qualitative comments to describe: • The existing problem: the user should provide text to describe the present problems, and those forecast in the opening year (and beyond if applicable).	http://www.ha-partnernet.org.uk/portal/server.pt/community/project_appraisal/608	Yes. Highlights compliance with I.1(a)
		DMRB Volume 13 Section 1 Chapter 2 Part 1 Economic Concepts in COBA	Section 2.1	The first stage in a COBA appraisal is to define the alternative options which are to be appraised. The minimum number of options is two, namely, a 'Do-Minimum' and a 'Do-Something' option. In most cases, however, there will be several 'Do-Something' options under consideration.	http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/economics/software/coba11usermanual/part1econconceptsincobar3153.pdf	Yes. Highlights compliance with I.1(b)
		DMRB Volume 5 Section 1 Chapter 3 Part 2 TD 37/93 Scheme Assessment Reporting	Section 3.27	At this Stage, scheme options will not normally have been identified. However, it may be possible to identify possible improvement strategies to be examined and to make broad estimates of their anticipated traffic and accident effects.	http://www.standardsforhighways.co.uk/dmrb/vol5/section1/td3793.pdf	Highlights partial compliance with I.1(d)
		DMRB Volume 5 Section 1 Chapter 3 Part 2 TD 37/93 Scheme Assessment Reporting	Section 4.3	Description of scheme options At this Stage, the Design Organisation will have identified a wide range of scheme options for improving the road. In consultation with the Overseeing Department's Project Manager, they will have selected those most likely to meet the objectives and limitations of the scheme brief. The scheme options selected will have been assessed in detail and are the subject of the assessment report at this Stage.	http://www.standardsforhighways.co.uk/dmrb/vol5/section1/td3793.pdf	Yes. Highlights compliance with I.1(f)
		DMRB Volume 5 Section 1 Chapter 3 Part 2 TD 37/93 Scheme Assessment Reporting	Section 4.40	The development of 'do minimum' forecast networks should be reported. All assumed changes to the network other than the scheme options should be described and illustrated on a map base.	http://www.standardsforhighways.co.uk/dmrb/vol5/section1/td3793.pdf	Yes. Highlights compliance with I.1(b)
		DMRB Volume 5 Section 1 Chapter 3 Part 2 TD 37/93 Scheme Assessment Reporting	Section 4.46	Overall changes in the numbers of accidents in the study area should be reported.	http://www.standardsforhighways.co.uk/dmrb/vol5/section1/td3793.pdf	Highlights compliance with I.1(d)
		DMRB Volume 5 Section 1 Chapter 3 Part 2 TD 37/93 Scheme Assessment Reporting	Section 5.13	Forecast and economic results should be presented for the do minimum and the scheme only. Results for rejected options should not normally be presented. Where appropriate, supplementary results should be presented to support decisions on standards, junction type etc.	http://www.standardsforhighways.co.uk/dmrb/vol5/section1/td3793.pdf	Yes. Highlights compliance with I.1(b), (e), (f)

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
Annex I.2	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.	Project Appraisal Report (PAR) Guidance Notes Version 5	Sections 2.4.4 - 2.4.11	A Personal Injury Accident (PIA) record should be supplied for all projects. Information for at least the preceding three years and preferably for the preceding five years should be provided, as described below. If information is not provided, this lack of provision should be justified in the Geographic Area Covered box. In the Geographic Area Covered box, describe the extent of the geographical area covered by the assessment (or enter a justification for not providing PIA information). In the left-most column of the left-hand table, enter the start date for the 12-month period represented by that row (in dd/mm/yyyy format). In the remaining three columns of the left-hand table, enter the number of Fatal, Serious, and Slight accidents for that same 12-month period on the same row. In the three columns of the right-hand table, enter the number of Fatal, Serious, and Slight casualties for that same 12-month period on the same row. Repeat the instructions in Paras. 0 - 0 until up to five 12-month periods have been entered. The total number of accidents and casualties over all 12-month periods will be calculated automatically by PAR, along with their annual averages and the all-important Severity Index. In the additional information box, a comparison with the national average rates should be provided. The observed accident rate should be calculated and entered together with the equivalent national average rate (see DMRB 13.1.2 for more information).	http://www.ha-partnernet.org.uk/portal/server.pt/community/project_appraisal/608	Yes. Highlights compliance with I.2(a)
		Project Appraisal Report (PAR) Guidance Notes Version 5	Sections 4.31 & 4.32	The assignment method used described, together with the formulation of generalised cost. If assignment is sensitive to the choice of generalised cost formulation, this should be reported. Where stochastic assignment methods have been used, the magnitude of the stochastic element should be reported. Where other modelling techniques (eg distribution, mode choice etc) have been used, they should be described, and key numeric parameter values reported.	http://www.ha-partnernet.org.uk/portal/server.pt/community/project_appraisal/608	Yes. Highlights compliance with I.2(b), (c), (e)

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
		Project Appraisal Report (PAR) Guidance Notes Version 5	Section 2.1	The main aims of the assessment reporting process are:- • to permit consideration of the likely environmental, economic and traffic effects of alternative proposals, and • to allow the public and statutory bodies to comment on proposals taking account of their environmental, economic and traffic implications.	http://www.ha-partnernet.org.uk/portal/server.pt/community/project_appraisal/608	Yes. Highlights compliance with I.2(c), (d), (e)
		Project Appraisal Report (PAR) Guidance Notes Version 5	Appendix B Sections B.1, B.15, B.17 & B.20	The following checks should be used to decide which impacts can formally be rated as Neutral. If it is unclear whether an impact can be considered Neutral or not – for example, if a numeric criterion falls just outside the Neutral boundaries – the user should err on the side of caution by recording it as an impact. There is no change to the accident rate. There is no change to journey times or to the ratio of flow to capacity There is no change to the routes used by pedestrians, equestrians or cyclists; or to the standard and quality of the routes which might result in a change of patronage.	http://www.ha-partnernet.org.uk/portal/server.pt/community/project_appraisal/608	Yes. Highlights compliance with I.2(a), (c), (d), (e)
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex A: Stage 1 Checklists – Completion of Preliminary Design List A1 General	• Lay-bys: Has adequate provision been made for vehicles to stop off the carriageway including picnic areas? How will parked vehicles affect sight lines?	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with I.2 (g)
Annex II.1	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;	DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Section 2.18	Auditors should examine the overall geometry of the scheme. All users of the highway should be considered including pedestrians, cyclists, equestrians, those working on the highway and motor vehicle users. Particular attention should be given to vulnerable road users such as the very young, the elderly and the mobility and visually impaired.	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.1(d), (i)

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
	(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.	DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Section 2.62	To maximise the benefit from the Road Safety Audit, the brief needs careful preparation and must include sufficient information to enable an efficient Audit to be undertaken. An Audit Brief should contain the following: a) Scheme drawings showing the full geographical extent of the scheme and including the areas beyond the tie-in points. b) Details of approved Departures and Relaxations from Standards. c) General scheme details, to help give an understanding of the purpose of the scheme and how the layout will operate, including design speeds, speed limits, traffic flows, forecast flows, queue lengths, non-motorised user flows and desire lines. Also details of any environmental constraints on the design. d) Any relevant factors which may affect road safety such as adjacent developments (existing or proposed), proximity of schools or retirement/ care homes and access for emergency vehicles. e) For on-line schemes and at tie-ins, the previous 36 months accident data in the form of 'stick plots' and interpreted listings. The accident data should cover both the extent of the scheme and the adjoining sections of highway. f) At Audit Stages 2 and 3, details of any changes introduced since the previous stage. g) A3 or A4 size plans using an appropriate scale for the Audit Team to mark up for inclusion in the Audit Report. h) Previous Road Safety Audit Reports, Exception Reports, and a copy of the Interim Road Safety Audit File (where an Interim Road Safety Audit has taken place). i) Contact details of the Maintaining Agent to whom any identified maintenance defects should be notified (by telephone and immediately confirmed in writing for serious defects) separately from the audit report (see paragraph 2.74). j) Details of the appropriate police contact.	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.1(a), (b), (c), (d), (e), (g), (i), (l)

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex A: Stage 1 Checklists – Completion of Preliminary Design List A1 General	• Departures from Standards: What are the road safety implications of any approved Departures from Standards or Relaxations? • Cross-sections: How safely do the cross-sections accommodate drainage, ducting, signing, fencing, lighting and pedestrian and cycle routes? • Cross-sectional Variation: What are the road safety implications if the standard of the proposed scheme differs from adjacent lengths? • Drainage: Will the new road drain adequately? • Landscaping: Could areas of landscaping conflict with sight lines (including during windy conditions)? • Public Utilities/Services Apparatus: Have the road safety implications been considered? • Lay-bys: Has adequate provision been made for vehicles to stop off the carriageway including picnic areas? How will parked vehicles affect sight lines? • Access: Can all accesses be used safely? Can multiple accesses be linked into one service road? Are there any conflicts between turning and parked vehicles? • Emergency Vehicles: Has provision been made for safe access by emergency vehicles? • Future Widening: Where a single carriageway scheme is to form part of future dual carriageway, is it clear to road users that the road is for two-way traffic? • Adjacent Development: Does adjacent development cause interference/confusion e.g. lighting or traffic signals on adjacent road may affect a road user's perception of the road ahead? • Basic Design Principles: Are the overall design principles appropriate for the predicted level of use for all road users?	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.1(h) & partial compliance with (a) relating to weather
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex A: Stage 1 Checklists – Completion of Preliminary Design List A2 Local Alignment	• Visibility: Are horizontal and vertical alignments consistent with required visibility? Will sight lines be obstructed by permanent and temporary features e.g. bridge abutments and parked vehicles? • New/Existing Road Interface: Will the proposed scheme be consistent with standards on adjacent lengths of road and if not, is this made obvious to the road user? Does interface occur near any hazard, i.e. crest, bend after steep gradient? • Vertical Alignment: Are climbing lanes to be provided?	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.1(i), (j),

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex A: Stage 1 Checklists – Completion of Preliminary Design List A3 Junctions	• Layout: Is provision for right turning vehicles required? Are acceleration/deceleration lanes required? Are splitter islands required on minor arms to assist pedestrians or formalise road users movements to/from the junction? Are there any unusual features that affect road safety? Are widths and swept paths adequate for all road users? Will large vehicles overrun pedestrian or cycle facilities? Are there any conflicts between turning and parked vehicles? Are any junctions sited on a crest? • Visibility: Are sight lines adequate on and through junction approaches and from the minor arm? Are visibility splays adequate and clear of obstructions such as street furniture and landscaping?	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.1(j), (k)
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex A: Stage 1 Checklists – Completion of Preliminary Design List A4 Non-Motorised User Provision	• Adjacent Land Will the scheme have an adverse effect on safe use of adjacent land? • Pedestrian/Cyclists Have pedestrian and cycle routes been provided where required? Do shared facilities take account of the needs of all user groups? Can verge strip dividing footways and carriageways be provided? Where footpaths have been diverted, will the new alignment permit the same users free access? Are footbridges/subways sited to attract maximum use? Is specific provision required for special and vulnerable groups i.e. the young, elderly, mobility and visually impaired? Are tactile paving, flush kerbs and guard railing proposed? Is it specified correctly and in the best location? Have needs been considered, especially at junctions? Are these routes clear of obstructions such as signposts, lamp columns etc? • Equestrians Have needs been considered? Does the scheme involve the diversion of bridleways?	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.1(d)
Annex II.2	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).	DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Section 2.24	**Stage 2: Completion of detailed design** At this stage, the Audit is concerned with the more detailed aspects of the Highway Improvement Scheme. The Audit Team will be able to consider the layout of junctions, position of signs, carriageway markings, lighting provision and other issues (see Annex B).	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.2(a), (b), (c)
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex A: Stage 1 Checklists – Completion of Preliminary Design List A5 Road Signs, Carriageway Markings and Lighting	• Signs Are sign gantries needed? • Lighting Is scheme to be lit? Has lighting been considered at new junctions and where adjoining existing roads? Are lighting columns located in the best positions e.g. behind safety fences? • Poles/Columns Will poles/columns be appropriately located and protected? • Road Markings Are any road markings proposed at this stage appropriate?	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.2(b), (c), (d), (f)

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex B: Stage 2 Checklists – Completion of detailed design	The Audit Team should satisfy itself that all issues raised at Stage 1 have been resolved. Items may require further consideration where significant design changes have occurred. If a Highway Improvement Scheme has not been subject to a Stage 1 Audit, the items listed in Lists A1 to A5 should be considered together with the items listed below.	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes, See above
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex B: Stage 2 Checklists – Completion of detailed design List B1 General	• Departures from Standards: Consider road safety aspects of any Departures granted since Stage 1. • Drainage: Do drainage facilities (e.g. gully spacing, flat spots, crossfall, ditches) appear to be adequate? Do features such as gullies obstruct cycle routes, footpaths or equestrian routes? Do the locations of features such as manhole covers give concern for motorcycle/cyclist stability? • Climatic Conditions: Is there a need for specific provision to mitigate effects of fog, wind, sun glare, snow, and icing? • Landscaping: Could planting (new or when mature) encroach onto carriageway or obscure signs or sight lines (including during windy conditions)? Could mounding obscure signs or visibility? Could trees (new or when mature) be a hazard to a vehicle leaving the carriageway? Could planting affect lighting or shed leaves on to the carriageway? Can maintenance vehicles stop clear of traffic lanes? • Public Utilities/Services Apparatus: Can maintenance vehicles stop clear of traffic lanes? If so, could they obscure signs or sight lines? Are boxes, pillars, posts and cabinets located in safe positions? Do they interfere with visibility? Has sufficient clearance of overhead cables been provided? Have any special accesses/parking areas been provided and are they safe? • Lay-bys: Have lay-bys been positioned safely? Could parked vehicles obscure sight lines? Are lay-bys adequately signed? Are picnic areas properly segregated from vehicular traffic? • Access: Is the visibility to/from access adequate? Are the accesses of adequate length to ensure all vehicles clear the main carriageway? Do all accesses appear safe for their intended use? • Skid Resistance: Are there locations where a high skid resistance surfacing (such as on approaches to junctions and crossings) would be beneficial? Do surface changes occur at locations where they could adversely affect motorcycle stability? • Agriculture: Have the needs of agricultural vehicles	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.2(b), (c), (d), (e), (f), (g) Lay-bys and picnic areas are included within the guidance as an area of consideration, although safe parking areas are not directly mentioned. Motorway service areas would be covered implicitly as 'junctions'. The only other form of parking is on road parking which is not anticipated on TERN.

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
				and plant been taken into consideration (e.g. room to stop between carriageway and gate, facilities for turning on dual carriageways)? Are such facilities safe to use and are they adequately signed? • Fences and Road Restraint Systems: Is there a need for road restraint systems to protect road users from signs, gantries, abutments, steep embankments or water hazards? Do the restraint systems provided give adequate protection? Are the restraint systems long enough? • Adjacent Developments and Roads: Has screening been provided to avoid headlamp glare between opposing carriageways, or any distraction to road users? Are there any safety issues relating to the provision of environmental barriers or screens?		
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex B: Stage 2 Checklists – Completion of detailed design List B3 Junctions	• Layout: Are the junctions and accesses adequate for all vehicular movements? Are there any unusual features, which may have an adverse effect on road safety? Have guard rails/safety fences been provided where appropriate? Do any roadside features (e.g. guard rails, safety fences, signs and traffic signals) intrude into drivers' line of sight? Are splitter islands and bollards required on minor arms to assist pedestrians or formalise road users' movements to/from the junction? Are parking or stopping zones for buses, taxis and public utilities vehicles situated within the junction area? Are they located outside visibility splays?	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.2(i)
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex A: Stage 1 Checklists – Completion of Preliminary Design List A4 Non-Motorised User Provision	• Adjacent Land Will the scheme have an adverse effect on safe use of adjacent land? • Pedestrian/Cyclists Have pedestrian and cycle routes been provided where required? Do shared facilities take account of the needs of all user groups? Can verge strip dividing footways and carriageways be provided? Where footpaths have been diverted, will the new alignment permit the same users free access? Are footbridges/subways sited to attract maximum use? Is specific provision required for special and vulnerable groups i.e. the young, elderly, mobility and visually impaired? Are tactile paving, flush kerbs and guard railing proposed? Is it specified correctly and in the best location? Have needs been considered, especially at junctions? Are these routes clear of obstructions such as signposts, lamp columns etc? • Equestrians Have needs been considered? Does the scheme involve the diversion of bridleways?	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.2(h)
Annex II.3	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;	DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Section 2.29	All Audit Team Members shall examine the scheme site together during daylight. They shall also examine the site together during the hours of darkness at Stage 3 so that hazards particular to night operation can be identified.	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.3(a)

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
	(b) readability of road signs and markings; (c) condition of pavements.	DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex C: Stage 3 Checklists – Completion of Construction List C5 Road Signs, Carriageway Markings and Lighting	• Signs: Are the visibility, locations and legibility of all signs (during daylight and darkness) adequate? Are signposts protected from vehicle impact? Will signposts impede the safe and convenient passage of pedestrians and cyclists? Have additional warning signs been provided where necessary? • Variable Message Signs: Can VMS be read and easily understood at distances appropriate for vehicle speeds? Are they adequately protected from vehicle impact? • Lighting: Does the street lighting provide adequate illumination of roadside features, road markings and non-vehicular users to drivers? Is the level of illumination adequate for the road safety of non-motor vehicle users? • Carriageway Markings: Are all road markings/studs clear and appropriate for their location? Have all superseded road markings and studs been removed adequately?	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.3(b)
		DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Annex C: Stage 3 Checklists – Completion of Construction List C4 Non Motorised User Provision	• Adjacent Land: Has suitable fencing been provided? • Pedestrians: Are the following adequate for each type of crossing (bridges, subways, at grade)? a) visibility; b) signs; c) surfacing; d) other guardrails; e) drop kerbing or flush surfaces; f) tactile paving. • Cyclists: Do the following provide sufficient levels of road safety for cyclists on or crossing the road? a) visibility; b) signs; c) guardrails; d) drop kerbing or flush surfaces; e) surfacing; f) tactile paving. • Equestrians: Do the following provide sufficient levels of road safety for equestrians? a) visibility; b) signs; c) guardrails.	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes. Highlights compliance with II.3(c)

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
Annex II.4	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.	DMRB Volume 5, Section 2 HD 19/03 Road Safety Audit	Sections 2.32 & 2.33	**Stage 4: Monitoring** The Overseeing Organisation will arrange for accident monitoring of audited Highway Improvement Schemes. This should be integrated into the routine accident monitoring required by the Overseeing Organisation's road safety management system, to ensure that it takes place as a matter of course. During the first year a Highway Improvement Scheme is open to traffic, a check should be kept on the number of personal injury accidents that occur, so that any serious problems can be identified and remedial work arranged quickly.	http://www.standardsforhighways.co.uk/dmrb/vol5/section2/hd1903.pdf	Yes
Annex III.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.	Road Safety Good Practice Guide	Section 3.53	There is a need to consider each class of road separately as far as intervention levels are concerned, because of the generally different levels of vehicle flow found on each class of road. For example, while motorways have higher accident numbers per kilometre than B/C/unclassified roads, they have much lower accident rates (per vehicle-km see Figs 3.2 and 3.3).	http://www.dft.gov.uk/pgr/roadsafety/laguidance/roadsafetygoodpracticeguide?page=4#a1016	Yes

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
Annex III.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.	Area safety Action Plan Guidance 2008	Section 4 (Wales) Section 2	**For every Route in the Area** • Carry out (and document here the key results of) a detailed accident analysis. • Identify problem locations (sites, routes and sub-areas) and any disproportionate accident types, including any particular user groups. • Shape and prioritise future investigation and treatment programmes using the results of the accident analyses together with any information from the previous. • Managing Agents, particularly regarding recent treatment programmes. These actions should be detailed more fully in the Initiatives section below. • Detail any issues for which you require further information or research to be carried out before you can tackle them • study of collision patterns for a specified period (e.g. 3 years) • subsequently compare them with national and regional averages • The above exercises will generate routes, sections of routes and cluster sites that warrant further investigation. • The list of sites identified for investigation may need to be rationalised before any CIP studies (as described in Section 2.4) are developed. • The assessment procedure allows separate lists to be provided for routes, sections of routes and cluster sites.	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Area%20Safety%20Action%20Plan%20Guidance%202008.pdf	Yes
Annex III.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,	Safety Operational Folder: Guide to Route Treatments	Measure C3	Higher performance white lining can provide an enhanced guidance system for road users both in wet and adverse weather conditions as well as during hours of darkness. On concrete carriageways, it is recommended that high visibility road markings are used instead of underlaying standard lines with black surface treatment.	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf	Partial as site visits are not required at this stage. Annex III.3 (e)
		Safety Operational Folder: Guide to Route Treatments	Measure D8	One such example is 'bikeguard' which is a low level barrier protecting riders from hitting the barrier supports which has resulted in reducing the severity of injury to more vulnerable road users in the event of an accident.	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf	Partial as site visits are not required at this stage. Annex III.3 (e)

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
	• 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.	Safety Operational Folder: Guide to Route Treatments	Section 4.1	In this section, a number of measures particularly suited to trunk road route treatment schemes are set out. These are grouped into the following categories; • Traffic Signs • Road Markings • Other Treatment Options	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf	Partial as site visits are not required at this stage. Annex III.3 (e)
		Safety Operational Folder: Guide to Route Treatments	Measure D1	When being used to warn of hazards ahead such as bends or junctions, where an associated reduction in speed may be required, a coloured high-friction surface can be used to incorporate the safety benefits of a high friction surface as well as the warning provided by the colouring.	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf	Partial as site visits are not required at this stage. Annex III.3 (e)
		Safety Operational Folder: Guide to Route Treatments	Measure D8	Road restraint systems can help to constrain vehicles in the event of an accident, which might otherwise leave the carriageway to the near or off-side and prevent impact with solid roadside obstacles or oncoming vehicles.	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf	Partial as site visits are not required at this stage. Annex III.3 (e)
		Safety Operational Folder: Guide to Route Treatments	Section 2.10	Other examples of the proactive approach are systematic treatment of central reserve gaps or private accesses. Dealing with a single site in isolation may lead to hazardous manoeuvres being transferred to similar nearby sites.	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf	Partial as site visits are not required at this stage. Annex III.3 (e) In updating the Safety Operational Folder (SOF) it is not desirable to produce an exhaustive list of remedial measures. A large sample of intervention measures is already contained in Annex 6 (In the 'Guide to Route Treatments').

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
		Safety Operational Folder: Guide to Route Treatments	Sections C9 & D10	A double white line marking the centreline of the road prohibits vehicles from overtaking when travelling in either direction. It should be used on sections of road where forward visibility is insufficient to overtake safely. This marking also helps to highlight the alignment of the road ahead and encourages road users not to cross the centre line when negotiating bends. Marker posts, placed in the verge, can be used to draw drivers' attention to certain features and hazards as well as improving conspicuity of the road alignment.	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf	Partial as site visits are not required at this stage. Annex III.3 (e)
		Safety Operational Folder: Guide to Route Treatments	Measure D8	It is acknowledged that more traditional road restraints can be unforgiving when struck by more vulnerable road users such as motorcyclists. However more recent upgrades and additions to existing restraint systems have shown improvements in instances of motorcycle impact. One such example is 'bikeguard' which is a low level barrier protecting riders from hitting the barrier supports which has resulted in reducing the severity of injury to more vulnerable road users in the event of an accident.	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/guide%20to%20route%20treatment_May%2007.pdf	Partial as site visits are not required at this stage. Annex III.3 (e)
		Safety Operational Folder	Annex 6	Full details on signs that are approved for use are given in TAL 1/03. Approach speeds, or the presence of queues, trigger the activation of electronic warning signs (e.g. at bends or crossroads) or speed limit signs. Agents should be careful to target such signs at high priority sites as to propose blanket treatment may reduce the impact. (Wales) A CIP study should be undertaken for each of the routes, route sections and cluster site locations identified by the Collision Site Priority Listing. Analysis of the recorded data may provide certain links/comparison in some of the following areas: • vehicular collisions at specific sites or along specific routes • causation trends relative to other areas • type of collisions • when and where collisions are occurring • visibility and driving conditions • driving conditions (weather conditions, traffic volumes, lighting etc.) • road layout and condition	http://213.225.147.10/minisite/Safety_Manual_Apr08/safety_manual/Annex%206/OGSSP_Annex%206_1.html	Partial as site visits are not required at this stage. Annex III.3 (e)
Annex IV.1	Accident reports include the following elements: 1. precise as possible location of the accident;	Instructions for the completion of road accident reports	Annex 1 Section 1.11	The Ordinance Survey Co-Ordinates are to be recorded. This is specified in Annex 1, section 1.11 of this guidance note.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Yes

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
Annex IV.2	2. pictures and/or diagrams of the accident site;	Instructions for the completion of road accident reports	N/A	Stats 19 Form is included in this document	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Partial as Diagrams or sketches are not required in the current form but it may be possible for someone to add a sketch to a Stats 19 form if they thought it may help describe an incident.
		Road Death Investigation Manual	Section 3.3.2	Video and photographic equipment can be used to record the detail of scenes, particularly the location of victims and vehicles. In the absence of such equipment, a sketch or series of sketches may help.	http://www.acpo.police.uk/asp/policies/Data/road_death_investigation_manual_18x12x07.pdf	Yes
Annex IV.3	3. date and hour of accident;	Instructions for the completion of road accident reports	Annex 1 Sections 1.7 and 1.9	The date and time are required entry fields. This is specified in Annex 1, section 1.7 and 1.9 of this guidance note.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Yes
Annex IV.4	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;	Instructions for the completion of road accident reports	Annex 1	The local authority, road type, junction detail, light conditions, speed limit and weather are detailed as entry fields in Annex A.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Yes
		Instructions for the completion of road accident reports	Annex 2	The first object to be hit off the carriageway is recorded and is detailed in Annex 2.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Yes
Annex IV.5	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);	Instructions for the completion of road accident reports	Annex 3	Annex 3 details the casualty variables which are to be recorded. This includes the severity and casualty reference number (which is given to each casualty at present).	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Yes
Annex IV.6	6. characteristics of the persons involved such as age, sex, nationality, alcohol level, use of safety equipment or not;	Instructions for the completion of road accident reports	Annex 2 Section 2.23	A breath test result is listed as a required entry field in section 2.23 of Annex 2.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Partial as safety equipment not covered
		Instructions for the completion of road accident reports	Annex 3	The sex and age of each casualty are listed as entry fields in Annex 3.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Partial as safety equipment not covered
Annex IV.7	7. data on the vehicles involved (type, age, country, safety equipment if any, date of last periodical technical check according to applicable legislation);	Instructions for the completion of road accident reports	Annex 2	The type of vehicle(s) and vehicle registration mark are both listed as entry fields in sections 2.5 and 2.26 of Annex 2.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Partial as safety equipment and date of MOT test is not covered

Directive Ref	Directive Text	Technical Document	Reference	Text Extract	URL	Compliance
Annex IV.8	8. accident data such as accident type, collision type, vehicle and driver manoeuvre;	Instructions for the completion of road accident reports	Annex 2 Section 2.7	The manoeuvre is listed as an entry field in section 2.7 of Annex 2.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Yes
		Instructions for the completion of road accident reports	Annex 3 Sections 3.11 & 3.12	Pedestrian movement and pedestrian direction are listed in sections Annex 3 as entry fields.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Yes
Annex IV.9	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.	Instructions for the completion of road accident reports	Annex 1 Sections 1.7 and 1.9	The date and time are required entry fields. This is specified in Annex 1, section 1.7 and 1.9 of this guidance note.	http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/casualtiesgbar/s20instructionsforthecom5094.pdf	Partial compliance as there is no requirement to record the time of arrival of the emergency services.