

ANNEX

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

1. in Annex I, the title is replaced by the following:

"ANNEX I

ELEMENTS OF ROAD SAFETY IMPACT ASSESSMENTS";

1. Annex II is amended as follows:

(a) the title is replaced by the following:

"ANNEX II

ELEMENTS OF ROAD SAFETY AUDITS",

(b) in section 1, the following point (n) is added:

"(n) provisions for vulnerable road users:

i) provisions for pedestrians,

ii) provisions for cyclists,

iii) provisions for powered two-wheelers.";

(c) in section 2, point (h) is replaced by the following:

"(h) provisions for vulnerable road users:

i) provisions for pedestrians,

ii) provisions for cyclists,

iii) provisions for powered two-wheelers;";

1. the following Annex IIa is inserted *:*

**"ANNEX IIa**

**ELEMENTS OF ROAD SAFETY INSPECTIONS**

1. Road alignment and cross-section:

(a) visibility and sight distances;

(b) speed limit and speed zoning;

(c) self-explaining alignment (i.e. "readability" of the alignment by drivers);

(d) access to adjacent property and developments;

(e) access of emergency and service vehicles;

(f) treatments at bridges and culverts;

(g) roadside layout (shoulders, pavement drop-off, cut and fill slopes).

2. Intersections and interchanges:

(a) appropriateness of intersection/ interchange type;

(b) geometry of intersection/ interchange layout;

(c) visibility and readability (perception) of intersections;

(d) visibility at the intersection;

(e) layout of auxiliary lanes at intersections;

(f) intersection traffic control (e.g. stop controlled, traffic signals etc.);

(g) existence of pedestrian crossings.

3. Provisions for vulnerable road users:

(a) provisions for pedestrians;

(b) provisions for cyclists;

(c) provisions for powered-two-wheelers;

(d) public transport and infrastructures;

(e) road/ rail level crossings.

4. Lighting, signs and markings:

(a) coherent road signs, not obscuring visibility;

(b) readability of road signs (position, size, colour);

(c) sign posts;

(d) coherent road markings and delineation;

(e) readability of road markings (position, dimensions and retroreflectivity under dry and wet conditions)

(f) appropriate contrast of road markings;

(g) lighting of lit roads and intersections;

(h) appropriate roadside equipment.

5. Traffic signals:

(a) operation;

(b) visibility.

6. Objects, clear zones and road restraint systems:

(a) roadside environment including vegetation;

(b) roadside hazards and distance from carriageway edge;

(c) user-friendly adaptation of road restraint systems (central reservations and crash barriers to prevent hazards to vulnerable users);

(d) end treatments of crash barriers;

(e) appropriate road restraint systems at bridges and culverts.

(f) fences (in roads with restricted access).

7. Pavement:

(a) pavement defects;

(b) skid resistance;

(c) loose material/ gravel/ stones;

(d) ponding, water drainage.

8. Other issues:

(a) provision of safe parking areas and rest areas;

(b) provision for heavy vehicles;

(c) headlight glare;

(d) roadworks

(e) unsafe roadside activities;

(f) appropriate information in ITS equipment (e.g. variable message signs)(g) wildlife and animals;

(h) school zone warnings (if applicable).";

1. Annex III is replaced by the following:

**"Annex III**

**ELEMENTS OF NETWORK-WIDE ROAD ASSESSMENTS**

1. General:

(a) type of road in relation to the type and size of regions/ cities it connects;

(b) length of road section;

(c) area type (rural, urban);

(d) land use (educational, commercial, industrial & manufacturing, residential, farming & agricultural, undeveloped areas);

(e) property access points density.

(f) presence of service road (e.g. for shops);

(g) presence of road works;

(h) presence of parking.

2. Traffic volumes:

(a) traffic volumes;

(b) observed motorcycle volumes;

(c) observed pedestrian volumes on both sides, noting “along” or “crossing”;

(d) observed bicycle volumes;

(e) observed heavy vehicle volumes;

(f) estimated pedestrian flows determined from adjacent land use attributes;

(g) estimated bicycle flows determined from adjacent land use attributes.

3. Accident data:

(a) Number and location of fatalities by road user group

(b) Number and location of serious injuries by road user group

4. Operational characteristics:

(a) speed limit (general, for motorcycles; for trucks);

(b) operating speed (85th percentile);

(c) speed management and/or traffic calming;

(d) presence of ITS devices: queue alerts, variable message signs;

(e) school zone warning;

(f) presence of school crossing supervisor at prescribed periods.

5. Geometric characteristics:

(a) cross section characteristics (number, type and width of lanes, central median shoulders layout and material, cycle tracks, foot paths etc.), including their variability;

(b) horizontal curvature;

(c) grade and vertical alignment;

(d) visibility and sight distances.

6. Objects, clear zones and road restraint systems:

(a) roadside environment and clear zones;

(b) fixed obstacles at the roadside (e.g. lighting poles, trees, etc.);

(c) distance of obstacles from roadside;

(d) density of obstacles;

(e) rumble strips;

(f) road restraint systems.

7. Intersections:

(a) intersection type and number of arms (noting particularly type of control and presence of protected turns);

(b) presence of channelisation;

(c) intersection quality;

(d) intersecting road volume;

(e) presence of road-rail crossings.

8. Maintenance:

(a) pavement defects;

(b) pavement skid resistance;

(c) shoulder condition (including vegetation);

(d) condition of signs, markings and delineation;

(e) condition of road restraint systems.

9. Vulnerable road users’ facilities:

(a) pedestrian crossings (surface crossings and grade separation);

(b) pedestrian fencing;

(c) existence of sidewalk or separated facility;

(d) bicycle facilities;

(e) quality of pedestrian crossing related to conspicuity and signing of the facility;

(f) pedestrian crossing facility on entry arm of minor road joining network.

1. in Annex IV, point 1 is replaced by the following:

"1. precise as possible location of the accident, including GNSS co-ordinates;".