

# ROAD SAFETY INSPECTION

in the context of the  
EU ROAD INFRASTRUCTURE SAFETY MANAGEMENT DIRECTIVE

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## Road Safety Inspection

- Different interpretations of RSI.
- The benefits of RSI
- The development of RSI standards and guidelines in Ireland in response to EU RISM directive

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## Different interpretations of RSI.

The directive definition leaves a lot of room for manoeuvre:

*An ordinary periodical verification of the characteristics and defects of an operational road that require maintenance work for reasons of road safety.*

*UK – based on maintenance checks.*

*Italy – extremely thorough.*

*Norway – since 2004 plus video*

*Germany – two types, Periodic & Dedicated*

*Austria – standards since 2008*

*Ireland – never done it before, standards (2012)*



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### DIRECTIVES

**DIRECTIVE 2008/96/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL**  
of 19 November 2008  
on road infrastructure safety management

#### Directive preamble (6)

- (6) Several Member States already possess well functioning road infrastructure safety management systems. These countries should be permitted to continue using their existing methods, in so far as they are consistent with the aims of this Directive.

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## Using preamble 6

- A number of countries looked at the definition of RSI in the directive and focused on the words '*defects that maintenance work*',
- Immediately jump to the conclusion that RSI could be interpreted as just a maintenance check.

*Will Member States use Preamble 6 as an excuse to “Do Nothing”?*

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## Article 6 of the directive.

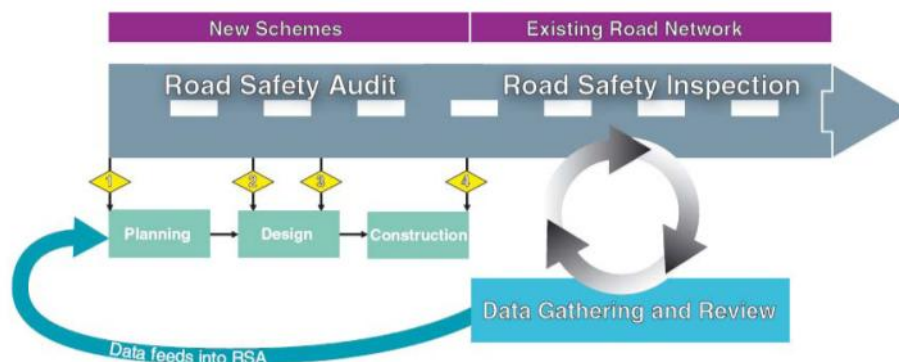
1. Member States shall ensure that safety inspections are undertaken in respect of the roads in operation in order to identify the road safety related features and prevent accidents.
2. Safety inspections shall comprise periodic inspections of the road network and surveys on the possible impact of roadworks on the safety of the traffic flow.

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## Article 6 of the directive

3. Member States shall ensure that periodic inspections are undertaken by the competent entity. Such inspections shall be sufficiently frequent to safeguard adequate safety levels for the road infrastructure in question.
4. Without prejudice to the guidelines adopted pursuant to Article 8, Member States shall adopt guidelines on temporary safety measures applying to roadworks. They shall also implement an appropriate inspection scheme to ensure that those guidelines are properly applied.

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## Road Safety Inspection is NOT

- a check against design standards
- a Road Safety Audit
- an analysis to find collision clusters

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## Road Safety Inspection is

- Proactive not Reactive
- Fresh Eyes looking at the road
- From the Drivers Perspective
- Consistency
  - Is the road sending a consistent message to the driver?

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# Road Safety Inspection can be SELF EXPLAINING ROADS FORGIVING ROADSIDES

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In Ireland, like most of Europe, the TERN network consists of our motorway network plus some single carriageway roads.

By focusing RSI on the TERN network will this Directive take funding away from other non-TERN single carriageway roads?

Ireland have tried to avoid this by agreeing to carry out RSI on all national roads.

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How do you stop “Over The Top” report recommendations from RSI inspectors wanting a “Rolls-Royce” solution to every problem?

To solve this issue Ireland have split the report and the recommendations –

NRA Road Safety Engineers will make the recommendations based on report provided by consultants or regional road design offices.



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### *Road Safety Inspection:*

An ordinary periodical verification of the characteristics and defects of an operational road that require maintenance work for reasons of road safety.

- The primary purpose of a *Road Safety Inspection* is to identify issues relating to road safety;
- it is not a check of compliance with design standards.
- The RSI shall only consider those matters that have an adverse bearing on road safety under all operating conditions.

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**SUMMER SCHOOL SIIV 2012 - ROAD SAFETY MANAGEMENT**  
Theoretical principles and practical application in the framework of the European Directive 2008/96/CE  
Catania 24-28 September 2012






Road Safety Management Procedures for  
National Roads in Ireland

June 2012


St. Martin's House, Waterloo Road, Dublin 4. Tel: +353 1 660 2511 Fax: +353 1 668 0009  
Email: info@nra.ie Web: www.nra.ie


Ireland submitted the following document to the EU in spring of 2012 – to confirm Ireland's compliance with the EU RISM Directive

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Road Safety Management Procedures for  
National Roads in Ireland

One of the documents submitted was our new standard on Road Safety Inspection HD 17/12

June 2012

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Email: info@nra.ie Web: www.nra.ie

**ROAD SAFETY MANAGEMENT PROCEDURES FOR NATIONAL ROADS IN IRELAND**

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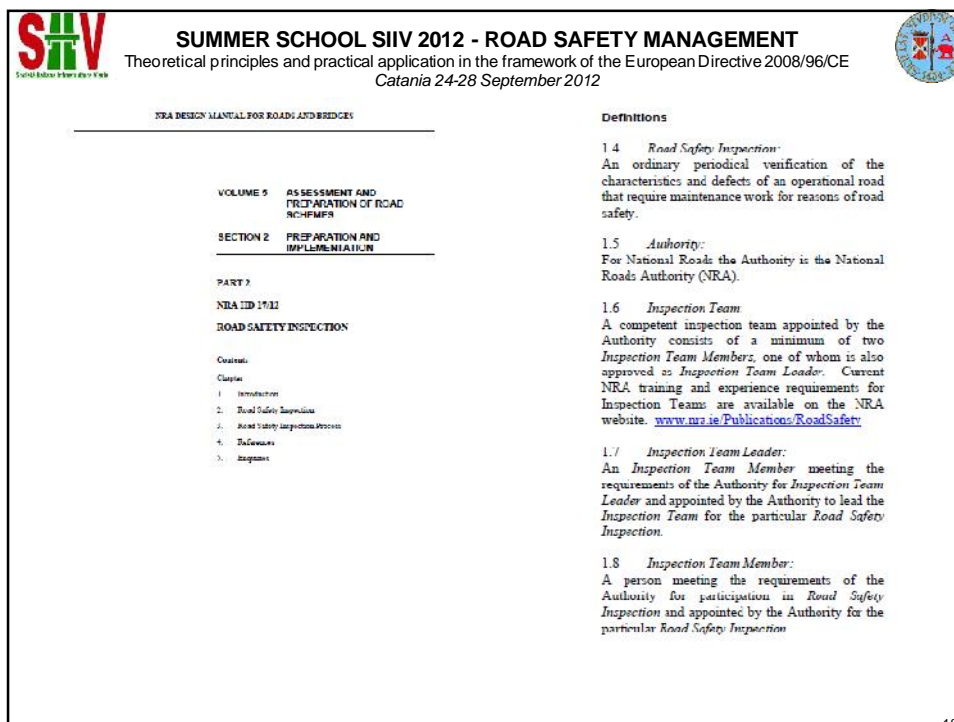
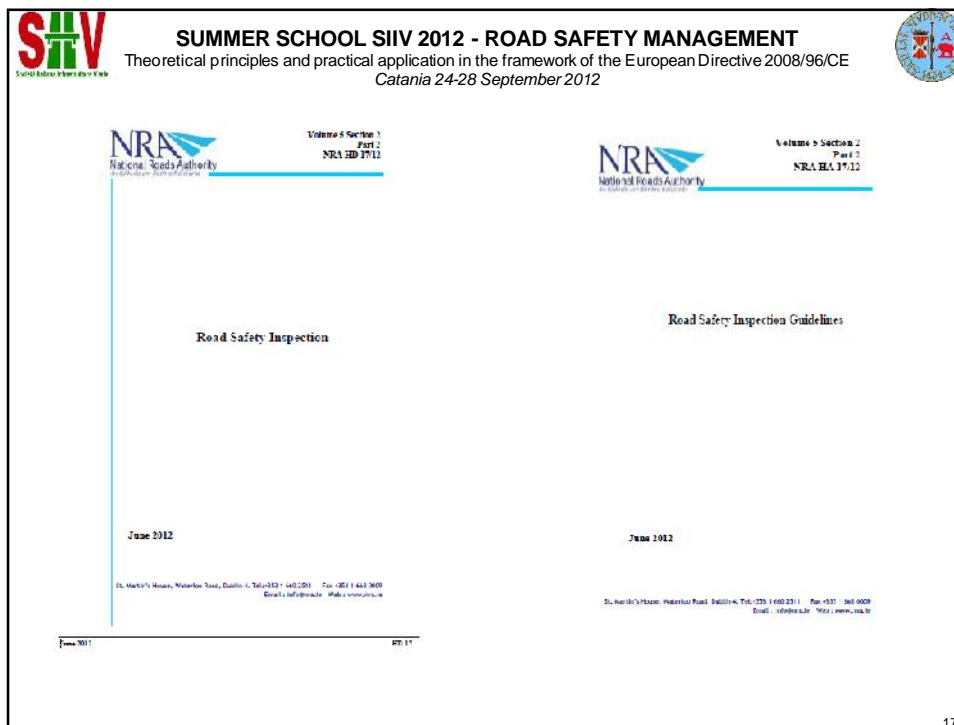
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## SUMMER SCHOOL SIV 2012 - ROAD SAFETY MANAGEMENT

Theoretical principles and practical application in the framework of the European Directive 2008/96/CE  
Catania 24-28 September 2012





**HD 17 Road Safety Inspections - Inspection Team Qualifications**

July 2011

St. Mark's House, Victoria Road, Għalja 4, Tel: +356 2211 0000 Fax: +356 2211 0001  
www.nra.gov.mt

**Definitions**

**1.2 Road Safety Inspection:**  
An ordinary periodical verification of the characteristics and defects of an operational road that require maintenance with the resources of road safety.

**1.3 Inspection Team:**  
A competent inspection team appointed by the Authority consists of a minimum of two *Inspection Team Members*, one of whom is also approved as *Inspection Team Leader*.

**2 Qualifications**

**2.1 Inspection Team Leader (ITL)**  
An *Inspection Team Leader* will have ten years post graduate experience with a minimum of seven years in the design and construction of Road Projects and/or Road Safety Schemes and with two or more years experience of collision investigation and remedial measures.  
They will have taken part in ten road safety audits as team member, and will have attended an accredited three to five day course in road safety audit theory and practice.


**2.2 Inspection Team Member (ITM)**  
An *Inspection Team member* will have seven years post graduate experience with a minimum of five years in the design and construction of Road Projects and/or Road Safety Schemes, and with two or more years experience of collision investigation and remedial measures.  
They will have taken part as a trainee in five road safety audits and will have attended an accredited three to five day course in road safety audit theory and practice.

**3 Qualifications Post 19<sup>th</sup> December 2013**

**3.1 Inspection Team Leader (ITL)**  
An *Inspection Team Leader* will be a Chartered engineer or equivalent.  
They will have ten years post graduate experience with a minimum of seven years in the design and construction of Road Projects and/or Road Safety Schemes and will have two or more years experience of collision investigation and remedial measures.  
They will have taken part in ten road safety audits as team member, and will have a Certificate of Competence in Road Safety Audit.


**3.2 Inspection Team Member (ITM)**  
An *Inspection Team Member* will have seven years post graduate experience with a minimum of five years in the design and construction of Road Projects and/or Road Safety Schemes, and will have two or more years experience of collision investigation and remedial measures.  
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## SUMMER SCHOOL SIV 2012 - ROAD SAFETY MANAGEMENT

Theoretical principles and practical application in the framework of the European Directive 2008/96/CE



**Scope of the Road Safety Inspection**

2.3 The primary purpose of a *Road Safety Inspection* is to identify issues relating to road safety; it is not a check of compliance with design standards. The Road Safety Inspection shall only consider those matters that have an adverse bearing on road safety under all operating conditions.

2.5 The Authority shall ensure that Road Safety Inspections are undertaken on National Roads and shall give direction to the Inspection Team on the inspection requirements within the Inspection Brief.

2.6 The complete road and all its elements and junctions are to be inspected between the start and end points provided in the Inspection Brief. Intersecting roads shall be inspected to the position of the advance direction sign (ADS), or, in its absence, to 200m from the principal route, unless otherwise directed.

**Safety Health and Welfare at Work Act**

2.7 It is important to ensure that the Inspection Team complies with current legislation and best practice in relation to safety and health while undertaking Road Safety Inspections.

**Occurrence of Safety Inspection**

2.9 Road Safety Inspections shall be carried out on National roads at regular intervals of 5 years for Motorways, Type 1 & 2 Dual Carriageways, and 3 years for all other roads.

2.11 The Road Safety Inspection shall identify the road safety issues which require engineering works to remediate.

**Inspection Brief**

3.7 The Authority shall prepare an Inspection Brief.

**Desk Study**

3.8 The list below describes the items that should be provided, where available, to the road safety inspection team for review prior to undertaking the site visit:

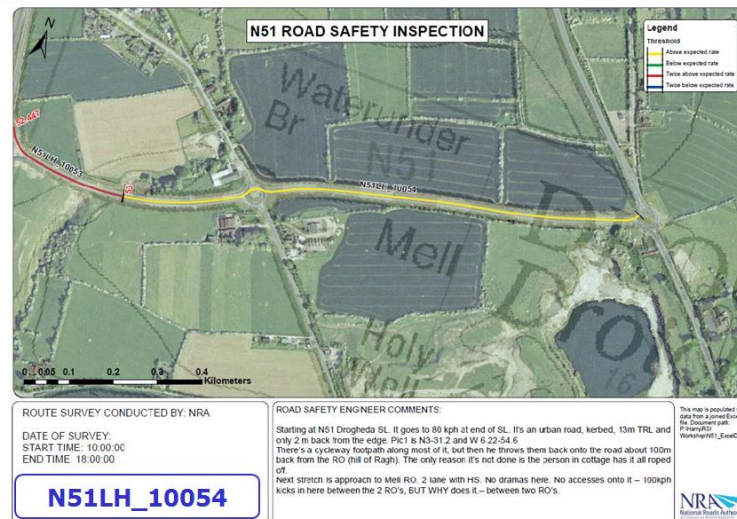
- Inspection Brief;
- Route mapping at appropriate scale;
- Video information collected as part of annual surveys;
- Collision data;
- Road Collision Factors compiled by NRA from statistics from national collision data;
- Traffic flows;
- Road Speeds;
- Road Surface Analysis;
- Previous Road Safety Inspections including any remedial measures implemented in response to these inspections.

3.9 The Inspection Team should assemble and study the available route data prior to undertaking the site visit to ensure that they have sufficient knowledge of the route to make informed judgement during the visit.

3.10 Initial identification of possible road safety issues may be made from this information subject to verification during the site visit.

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## Site Reference – All items identified must have a Site ID



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3.18 The following items should be included in the Inspection Report:

- Brief description of the route;
  - The date of the site visit and the weather at the time;
  - A list of the Inspection Team members and any other personnel present as observers;
  - **Identification of road safety issues and associated risks;**
  - **Plans showing the locations of the road safety issues, with thumbnail photographs appended;**
  - A statement signed by the Team Members certifying that they have inspected the route;
  - A list of information used in the inspection.
- It should contain supporting information in respect of the findings and should include an informal risk assessment of each issue, comprising of an assessment of the probability of collision occurrence and a prediction of the likely severity of the collision.

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## NRA HA 17/12 RSI Guidelines

### APPENDIX E: ROAD SAFETY INSPECTION RISK ASSESSMENT FORM

Risk is the likelihood of harm multiplied by the severity of harm

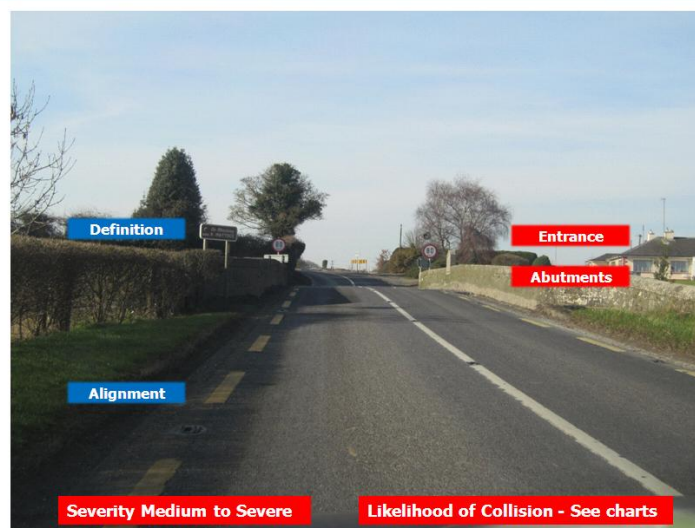
RISK RATING		LIKELIHOOD OF OCCURRENCE		
		LIKELY High probability of occurrence	POSSIBLE Medium probability of occurrence	UNLIKELY Probability of collision is close to random
SEVERITY OF OUTCOME	Severe Potential fatality Major injury/illness Long term disability	H	H	M
	Medium Injury/illness Causing short term disability	H	M	L
	Minor Minor injury/illness	M	L	L

Risk Rating

H = High Risk  
M = Medium Risk

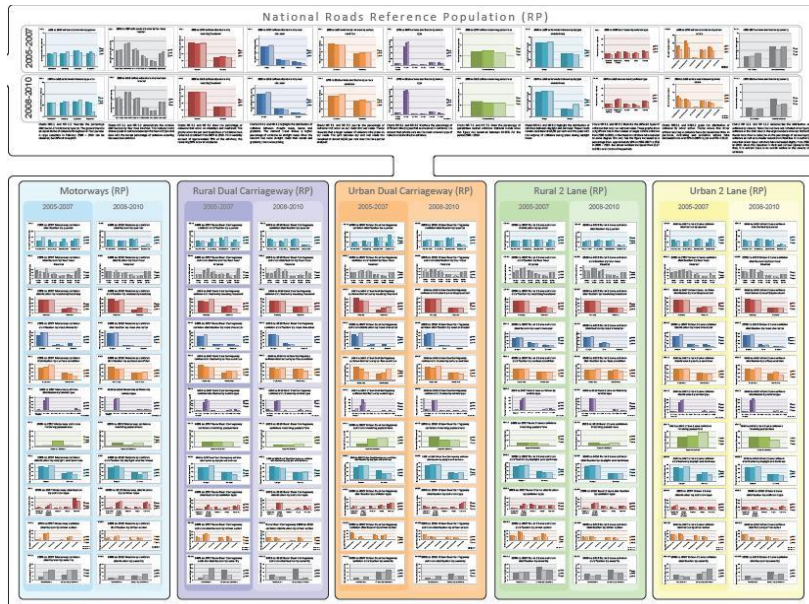
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## Risk Rating



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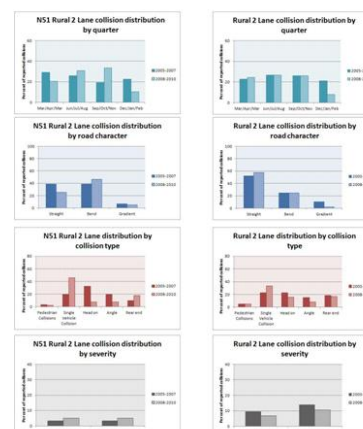
## Comparing Collision Trends

N51 Collision Trends Reference Population Collision Trends

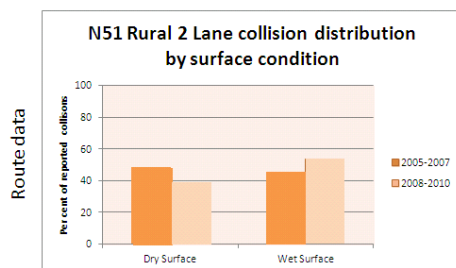
➤ These charts here are an example of what can be done with the data from the Network Safety Ranking process.

➤ The reference population charts can be used as control data to compare national routes with individual routes.

➤ Collision trends provide background information on a route prior to an RSI being carried out.

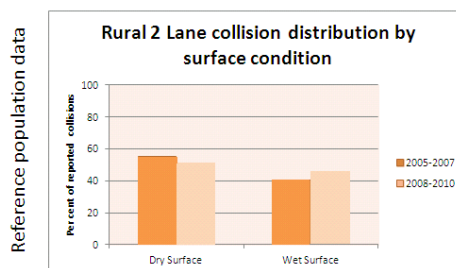


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Comparing N51 and the reference population of all rural 2-Lane roads

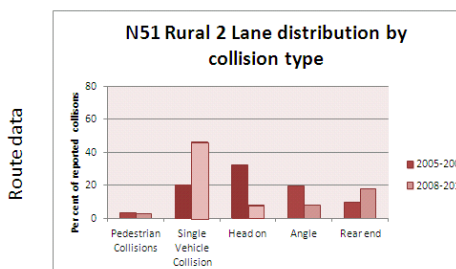
Shown is the per cent difference between collisions on dry surface



Difference of about  
>5 % during 05 - 07  
period

Difference of about  
>10 % during 08 -  
10 period

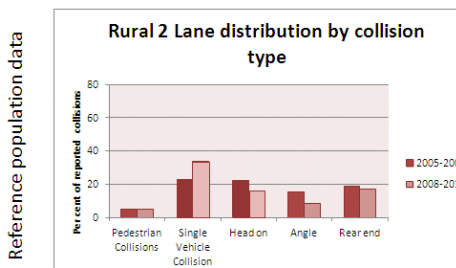
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Comparing collision trends  
overtime on N51

25 % increase  
in SVC from  
05-07 to 08-10

25 % decrease  
in head on  
collisions from  
05-07 to 08-10



Comparing collision trends  
overtime within reference  
population

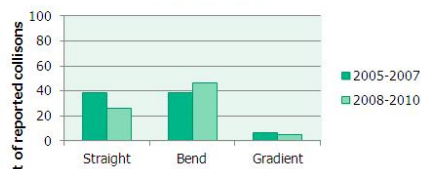
10 % increase  
in SVC from  
05-07 to 08-10

5 % decrease  
in head on  
collisions from  
05-07 to 08-10

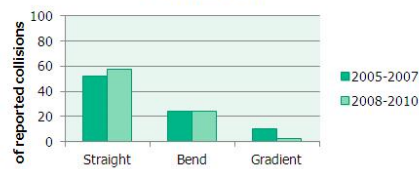
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## Charts

**N51 Rural 2 Lane collision distribution by road character**



**Rural 2 Lane collision distribution by road character**



**Increase in collisions on Bends**

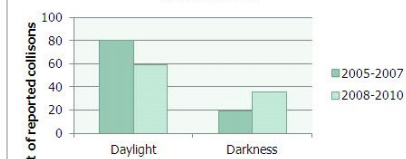
**Approx 45% of all collisions on bends, compared to 23% of the R.P**

**Likelihood – Possible to Likely**

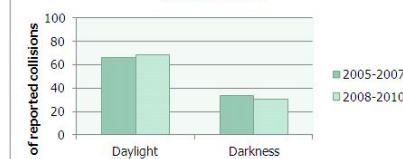
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## Charts

**N51 Rural 2 Lane collision distribution by daylight and darkness**



**Rural 2 Lane collision distribution by daylight and darkness**



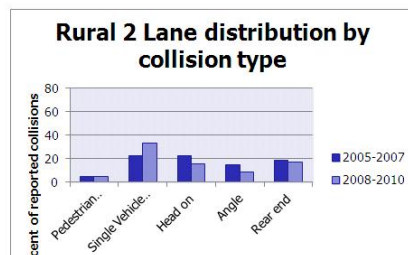
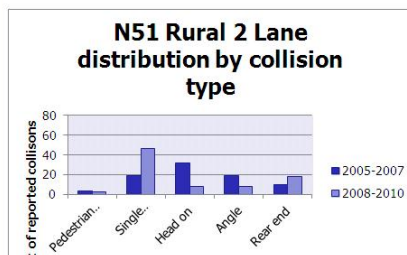
**Increase in collisions at Night**

**Approx 38% of all collisions on bends, compared to 30% of the R.P**

**Likelihood – Possible to Likely**

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## Charts



**Increase in collisions at SVC**

**Approx 45% of all collisions on bends, compared to 35% of the R.P**

**Likelihood – Possible to Likely**

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## Report

<a href="#">NRA_Site_ID</a>	<a href="#">Field_Notes_1</a>	<a href="#">Risk</a>	<a href="#">RSI_Previous_Item</a>
N51LH_10054	Travelling in D1 exposed abutment located immediately after bend. Abutment poses a hazard to drivers who fail to cope with alignment.		
N51LH_10054	Travelling in D2 poorly defined bend, immediately after bridge/culvert. There is a possibility of drivers failing to cope with the alignment		

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## Report

<u>NRA_Site_ID</u>	<u>Field_Notes_1</u>	<u>Risk</u>	<u>RSI_Previous_Item</u>
N51LH_10054	Travelling in D1 exposed abutment located immediately after bend. Abutment poses a hazard to drivers who fail to cope with alignment.	LS=H	
N51LH_10054	Travelling in D2 poorly defined bend, immediately after bridge/culvert. There is a possibility of drivers failing to cope with the alignment		

RISK RATING		LIKELIHOOD OF OCCURRENCE		
		LIKELY High probability of occurrence	POSSIBLE Medium probability of occurrence	UNLIKELY Probability of collision is close to random
SEVERITY OF OUTCOME	Severe Potential fatality Major injury/illness Long term disability	H	H	M
	Medium Injury/illness Causing short term disability	H	M	L
	Minor Minor injury/illness	M	L	L

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## Report

<u>NRA_Site_ID</u>	<u>Field_Notes_1</u>	<u>Risk</u>	<u>RSI_Previous_Item</u>
N51LH_10054	Travelling in D1 exposed abutment located immediately after bend. Abutment poses a hazard to drivers who fail to cope with alignment.	LS=H	
N51LH_10054	Travelling in D2 poorly defined bend, immediately after bridge/culvert. There is a possibility of drivers failing to cope with the alignment	LM=H	

RISK RATING		LIKELIHOOD OF OCCURRENCE		
		LIKELY High probability of occurrence	POSSIBLE Medium probability of occurrence	UNLIKELY Probability of collision is close to random
SEVERITY OF OUTCOME	Severe Potential fatality Major injury/illness Long term disability	H	H	M
	Medium Injury/illness Causing short term disability	H	M	L
	Minor Minor injury/illness	M	L	L

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Route	Conducted_by	Date_of_survey	Start_time	End_time	Start_Chainage	Approx_AADT_2007	County	NRA_Site_ID	Field_Notes_1	Risk	RSI_Previous_Item	Photolink
N51	NRA	20/08/2012	10:00	18:00	53	6829	LH	N51LH_10054	Starting at N51 Drogheda SL. It goes to 80 kph at end of SL. It's an urban road, kerbed, 13m TRL and only 2 m back from the edge. Pic1 is N3-31.2 and W 6.22-54.6			
N51	NRA	20/08/2012	10:00	18:00	52.447	6829	LH	N51LH_10053				
N51	NRA	20/08/2012	10:00	18:00	52	4262	LH	N51LH_10052	Just after coming off the overbridge its all dug up by trucks pulling in and people parking. Serious PEDO problem. N53.43.31.5 W5.24.22.9			<a href="#">Click for picture</a>
N51	NRA	20/08/2012	10:00	18:00	51	4262	LH	N51LH_10052	The crossroads at N 53.43.24.7 W 6.25.03.7, at bottom of a hill and not much sight distance in either direction.			
N51	NRA	20/08/2012	10:00	18:00	50	4262	LH	N51LH_10051	Then down near the river with a solid wall on one side and an embankment on the other side. Narrow enough road, 7 m at most. No chevrons to guide you around the bends at all. Needs a full route programme.			<a href="#">Click for picture</a>

Example of RSI Survey Sheet

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M4									
	A	B	C	D	E	F	G	H	I
1	Route	Conducted_by	Date_of_survey	Start_time	End_time	Start_Chainage	Approx_AADT_2007	County	NRA_Site_ID
2	N01					0	21268	LH	N01LH_10001
3	N01					1	21268	LH	N01LH_10002
4	N01					2	21268	LH	N01LH_10003
5	N01					3	21268	LH	N01LH_10004
6	N01					4	21268	LH	N01LH_10005
7	N01					5	21268	LH	N01LH_10006
8	N01					6	21268	LH	N01LH_10007
9	N01					7	21268	LH	N01LH_10008
10	N01					8	21268	LH	N01LH_10009
11	N01					9	21268	LH	N01LH_10010
12	N01					10	18562	LH	N01LH_10011
13	N01					11	18562	LH	N01LH_10012
14	N01					12	18562	LH	N01LH_10013
15	N01					13	18562	LH	N01LH_10014
16	N01					14	18562	LH	N01LH_10015
17	N01					15	18562	LH	N01LH_10016
18	N01					16	18562	LH	N01LH_10017
19	N01					17	18562	LH	N01LH_10018
20	N01					18	18562	LH	N01LH_10019
21	N01					19	18562	LH	N01LH_10020
22	N01					20	21894	LH	N01LH_10021

Sheet1

Ready

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M4								
	I	J	K	L	M	N	O	P
1	NRA_Site_ID	Field_Notes_1	Field_Notes_2	Field_Notes_3	Problem	Risk	RSI_Previous_Item	Photolink
2	N01LH_10001							
3	N01LH_10002							
4	N01LH_10003							
5	N01LH_10004							
6	N01LH_10005							
7	N01LH_10006							
8	N01LH_10007							
9	N01LH_10008							
10	N01LH_10009							
11	N01LH_10010							
12	N01LH_10011							
13	N01LH_10012							
14	N01LH_10013							
15	N01LH_10014							
16	N01LH_10015							
17	N01LH_10016							
18	N01LH_10017							
19	N01LH_10018							
20	N01LH_10019							
21	N01LH_10020							
22	N01LH_10021							

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Route	Conducted_by	Date_of_survey	Start_time	End_time	Start_Chainage	Approx_AADT_2007
NS1	NRA	20/08/2012	10:00	18:00	53	6829
NS1	NRA	20/08/2012	10:00	18:00	52.447	6829
NS1	NRA	20/08/2012	10:00	18:00	52	4262
NS1	NRA	20/08/2012	10:00	18:00	51	4262
NS1	NRA	20/08/2012	10:00	18:00	50	4262

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County	NRA_Site_ID	Field_Notes_1	Risk	RSI_Previous_Item	Photolink
LH	NS1LH_10054	Starting at NS1 Drogheda SL. It goes to 80 kph at end of SL. It's an urban road, kerbed, 13m TRL and only 2 m back from the edge. Pic1 is N3-31.2 and W 6.22-54.6			
LH	NS1LH_10053				
LH	NS1LH_10052	Just after coming off the overbridge its all dug up by trucks pulling in and people parking. Serious PEDO problem. N53.43.31.5 W6.24.22.9.			<a href="#">Click for picture</a>
LH	NS1LH_10052	The crossroads at N 53.43.24.7 W 6.25.03.7, at bottom of a hill and not much sight distance in either direction.			
LH	NS1LH_10051	Then down near the river with a solid wall on one side and an embankment on the other side. Narrow enough road, 7 m at most. No chevrons to guide you around the bends at all. Needs a full route programme			<a href="#">Click for picture</a>

## Proposed 50km Sections for Pilot Assessment


### Route Ranking

All national routes, have been ranked using the following criteria.

Each route was ranked under each of the following individual headings


Sum of (Collision Rate, Fatal Rate, % of Route >RP,CR, % of Route <RP, CR.)

Route	Rte Length (km)	Consultant
N21	71	
N15	89	
N05	110	
N24	87	
N14 & N69	15+69	
N17	90	
N16 & N22	30+82	



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**Site Visits**

3.11 A site visit, in both directions of travel, shall be carried out by all members of the assessment team together, during both the hours of daylight and darkness.

**Road User Role Play**

3.12 The Inspection Team shall assess the safety of the route from the perspective of all road users.

**Methodology for Safety Inspection**


3.13 The section below describes a working methodology for carrying out Road Safety Inspections.

- The Inspection Team looks through route data, in particular the collision factors, provided by the Authority to get an overall appreciation of the route and to get an indication of potential safety issues and potential locations of concern in advance of the site visit;
- The Inspection Team visits the site during daylight and at night. Photographs or video images should be taken, which can be used for later reference;
- Each road section should be driven more than once, and assessed from the point of view of all road users;
- One team member takes notes and images of all the possible road safety issues;

- The team members discuss their findings;
- A team meeting should be held as soon as reasonably practicable or ideally on site if considered safe to do so to ensure that the note-taker has covered all safety points;
- The Inspection Team then consults with the relevant local authorities to obtain local information on any road safety issues which may have been brought to the local authority's attention;
- Having consulted with the relevant local authorities and examined the issues raised, one team member produces a draft Road Safety Inspection Report; the second team member checks the report and edits if necessary.


3.14 Where there are road works on the route, the inspection should consider the road as it normally operates without the road works. Inspection of road works is not covered by this standard but is covered by *NRA HD 16/12 Temporary Safety Measures Inspection*.

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## SUMMER SCHOOL SIV 2012 - ROAD SAFETY MANAGEMENT

Theoretical principles and practical application in the framework of the European Directive 2008/96/CE  
Catania 24-28 September 2012



**Inspection Report**

3.15 The Inspection Team shall prepare a written report, which shall be forwarded directly to the Authority.

3.16 The report must clearly identify the route and the Inspection Team membership.

3.17 The body of the report shall be kept brief and shall contain descriptions of the specific road safety issues identified by the Inspection team together with their associated risk rating comprising of an assessment of the probability of collision occurrence and a prediction of the likely severity of the collision.

3.18 The following items should be included in the Inspection Report:

- Brief description of the route;
- The date of the site visit and the weather at the time;
- A list of the Inspection Team members and any other personnel present as observers;
- Identification of road safety issues and associated risks;
- Plans showing the locations of the road safety issues, with thumbnail photographs appended;

- A statement signed by the Team Members certifying that they have inspected the route;
- A list of information used in the inspection.

3.19 The main element of the report is the identification of the road safety issues and associated risks. The following points should be borne in mind when writing this section:

- Issues raised in the Inspection report shall relate only to road safety issues within the scope of the Inspection, as outlined in the Brief. Non-safety items should not be included.
- The body of the report should be kept brief but must contain sufficient detail to fully describe the road safety issues identified by the Inspection Team.
- It should contain supporting information in respect of the findings and should include an informal risk assessment of each issue, comprising of an assessment of the probability of collision occurrence and a prediction of the likely severity of the collision.

- Safety issues that have remained unaddressed from previous inspections should be re-recorded at subsequent inspection stages, if the current Team considers them to be items relevant to an Inspection.
- A sample report format, which satisfies the requirements of this standard, is contained in the guidance document *NRA HA 17 Road Safety Inspection Guidelines*, available from NRA website.

3.20 The Inspection Report shall be provided by the Team Leader directly to the Authority and should be sent by the date, if any, specified in the Inspection Brief.

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### Subsequent Actions to the Inspection Report

3.21 The recipient of the Inspection Report will be the Authority who shall forward it to the NRA Road Safety Engineering Team.

3.22 The NRA Road Safety Engineering Team may, if it considers that clarification or discussion of the report would be of benefit, arrange a meeting involving the following:

- NRA Engineering staff
- Road Authorities, Road Operator relevant to the meeting
- The Inspection Team Leader and other Team Members considered necessary by the Authority.

3.23 The Inspection Report shall be issued to the Authority by the Team Leader in final format following that meeting, or in the absence of a meeting, by a date specified by the Authority.

## Article 6 – Health and Safety at Road Works

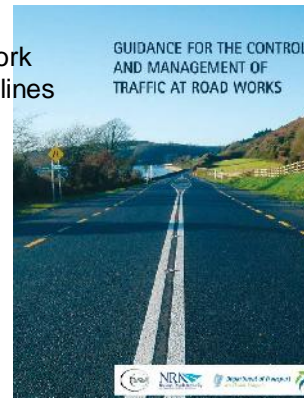
### Article 6

#### Safety inspections

1. Member States shall ensure that safety inspections are undertaken in respect of the roads in operation in order to identify the road safety related features and prevent accidents.
2. Safety inspections shall comprise periodic inspections of the road network and surveys on the possible impact of roadworks on the safety of the traffic flow.
3. Member States shall ensure that periodic inspections are undertaken by the competent entity. Such inspections shall be sufficiently frequent to safeguard adequate safety levels for the road infrastructure in question.
4. Without prejudice to the guidelines adopted pursuant to Article 8, Member States shall adopt guidelines on temporary safety measures applying to road works. They shall also implement an appropriate inspection scheme to ensure that those guidelines are properly applied.

## Article 6 – Health and Safety at Road Works

- inspection regime
- who inspects what?
  - Inspections of roadwork sites
  - Inspections of the procedures on roadwork sites to ensure that standards and guidelines are being applied
- notification issues



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In Ireland an inspection scheme has been established:

by NRA to ensure that those guidelines are properly applied on TERN network road works sites (in Ireland, on all national roads), and

by Local Authorities to ensure that those guidelines are properly applied on:

LA TERN network road works sites (in Ireland, on all national roads), and

also by LA / Statutory Undertakers any road works sites carried out by Statutory Undertakers on the TERN network (in Ireland, on all national roads).

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ANNEX II

Road Safety Audits for infrastructure projects

1. Criteria at the draft design stage:

- (a) geographical location (e.g. exposure to landslides, flooding, avalanches), seasonal and climatic conditions and seismic activity;
- (b) types of and distance between junctions;
- (c) number and type of lanes;
- (d) kinds of traffic admissible to the new road;
- (e) functionality of the road in the network;
- (f) meteorological conditions;



**‘Shall Endeavour’ -  
it’s not mandatory,  
just an obligation  
to do your best!!!!**

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# ROAD SAFETY INSPECTION

in the context of the

EU ROAD INFRASTRUCTURE SAFETY MANAGEMENT DIRECTIVE

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