

PRESENTATION OF THE DRAFT ROAD SAFETY INSPECTION MANUAL

(Introduction of the methodological workflow of an RSI and legal aspects)

prepared by

CONTENT OF RSI MANUAL

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1. BASICS ABOUT THE ROAD SAFETY INSPECTION 1/6

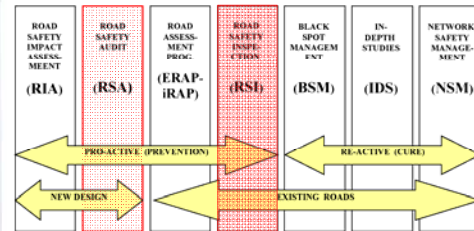
1.1 WHAT IS ROAD SAFETY INSPECTION?

A Road Safety Inspection (RSI) is a **systematic, on site review, conducted by road safety expert(s), of an existing road or section of road to identify hazardous conditions, faults and deficiencies that may lead to serious accidents.**

Key words: Proactive, Systematic, Independent, On existing roads

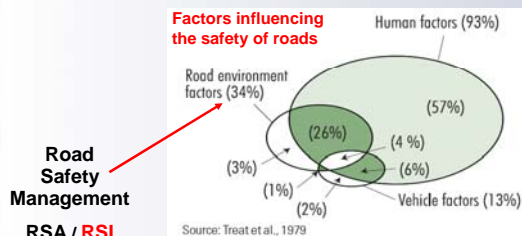
1. BASICS ABOUT THE ROAD SAFETY INSPECTION 2/6

1.1 WHAT IS ROAD SAFETY INSPECTION?



1. BASICS ABOUT THE ROAD SAFETY INSPECTION 3/6

1.2 WHY ROAD SAFETY INSPECTION?



1. BASICS ABOUT THE ROAD SAFETY INSPECTION 4/6

1.3 BENEFITS AND COSTS OF RSI



- Adding guardrails along embankments: **40 – 50% reduction**
- Providing clear recovery zones: **10 – 40% reduction**
- Correcting incorrect signs: **5 - 10% reduction,**
- Removing sight obstacles: **0 - 5% reduction**

Source: Rune Elvik

1. BASICS ABOUT THE ROAD SAFETY INSPECTION 5/6

1.4 RSI AND ACCIDENT DATA

- RSI's aim to identify any features that may lead to future accidents, so that remedial treatment may be implemented before accidents happen.
- Road accident data can provide some additional guidance in terms of prioritising which roads should be inspected.
- Generally, a RSI does not require accident data.

1. BASICS ABOUT THE ROAD SAFETY INSPECTION 6/6

1.5 RSI AND MAINTENANCE

- A RSI is not related to routine maintenance, but maintenance can be used for correction of some road deficiencies.

1.6 RSI AND HUMAN FACTORS

- All RSI should take into account a range of human factors which relate to driver errors that are induced by the road.

2. WHAT SHOULD BE INSPECTED?

2.1 AREA OF APPLICATION

- Manual for RSI of existing roads is applicable for roads, motorways and other road traffic facilities inside and outside built-up areas.

2.2 THE BASIC TOPICS OF RSI

- Function, cross section, alignment, intersections, public and private services, rest areas, vulnerable road user needs, traffic signing, marking and lighting, roadside features and passive safety installations.

3. WHEN SHOULD RSI BE CARRIED OUT?

3.1 KEY CAUSES TO START AN RSI

- It could be: high risk road section, information about serious safety problems, a reconstruction or rehabilitation project, periodical task, ...

3.2 OTHER CONSIDERATIONS

- During RSI, the following should be taken into account: time of inspection, seasonal variation, site specific matters, ...

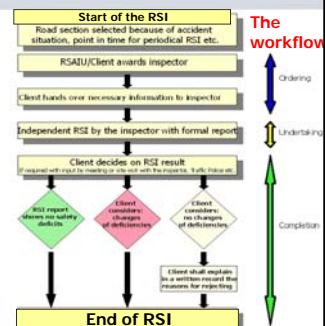
3.3 FREQUENCY

- No explicit demand, at least every five years is recommended with this Manual

4. THE INSPECTION PROCESS – HOW TO PERFORM A RSI?

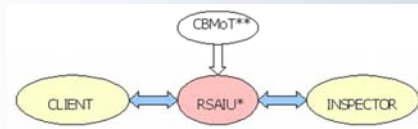
4.1 OVERVIEW

- FOUR steps of RSI procedure :
- STEP 1 Preparatory work in the office
 - STEP 2 On site field study
 - STEP 3 RSI report
 - STEP 4 Remedial measures and follow-up



4. THE INSPECTION PROCESS – HOW TO PERFORM A RSI?

4.2 THE PARTNERS IN THE RSI PROCESS AND THEIR ROLES




- A special Road Safety Audit and Inspection Unit as part of the road administration (RSAIU) and a controlling body in the level of the Ministry of Transport (CBMoT) will assist in the RSA /RSI procedures.


4. THE INSPECTION PROCESS – HOW TO PERFORM A RSI?

- 4.3 PREPARATORY WORK IN THE OFFICE
- 4.4 FIELD STUDY
- 4.5 RSI FINDINGS AND REPORT
- 4.6 COMPLETION OF THE RSI

Presentation No. 14
 The RSI report
 – some practical advices




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5. TYPICAL SAFETY DEFICIENCIES

- 5.1 GENERAL
- 5.2 TYPICAL DEFICIENCIES

Presentation No. 15
 Practical examples of RSA



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6. TRAINING OF THE INSPECTORS AND LEGAL ASPECTS

6.1 EXPERIENCE AND TRAINING OF THE INSPECTORS 1/2

- It is preferable for an **Road Safety Inspector to have specific initial training in audits and/or inspections.**
- **There are a lot of advantages if all RS Inspectors having the same training and certification on uniform safety analyses and solutions.**
- **This will provide a uniform approach to road safety in all SEETO Participant.**



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6. TRAINING OF THE INSPECTORS AND LEGAL ASPECTS

6.1 EXPERIENCE AND TRAINING OF THE INSPECTORS 2/2

The preferred requirements of a RS Inspector include:

- **Professional education in road design, road maintenance and traffic accident investigation**
- **Substantial experience in day to day road operation (maintenance) or traffic police work**
- **An excellent knowledge of the regulations and guidelines regarding roads and road traffic, traffic signs etc.**
- **Strong communication skills**



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6. TRAINING OF THE INSPECTORS AND LEGAL ASPECTS

6.2 LEGAL ASPECTS 1/2

Main principles of RSI can be expressed as follows:

- **If the road safety inspection procedures are deemed to be an asset to the public, the fears of legal liability should not be used to prevent their use,**
- **Documentation is very important. The Client's response to an RSI report must provide reasons for not accepting any auditor's recommendation. The response should be detailed and defensible,**




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6. TRAINING OF THE INSPECTORS AND LEGAL ASPECTS

6.2 LEGAL ASPECTS 2/2

- **RSI report and formal response report must be placed in the project file. It could be used for any investigation,**
- **A follow up procedure of the actions or inactions taken by the road authority and its special unit for RSA and RSI (RSAIU),**
- **The control body CBMoT will monitor the RSI process.**



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CHECKLISTS (Annex 1)

Structure of the Checklists

Road Categories

| | | |
|------------------------|-------------------------------------|----------------------------------|
| Annex 1.1 Motorways | Annex 1.2 Interurban Highways | Annex 1.3 Urban Main Roads |
|------------------------|-------------------------------------|----------------------------------|

Presentation No. 13

The checklists - the core
part of the manual



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Thank you for your attention!



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