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Transport Infrastructure Ireland

TII Publications

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Road Safety Inspection

AM-STY-06044
December 2017

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TII Publications



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**Updates to TII Publications resulting in changes to
Road Safety Inspection AM-STY-06044**

Date: December 2017

Amendment Details:

This Standard supersedes the December 2014 version of AM-STY-06044. The principle changes are outlined below:

- a) Revised frequency of Road Safety Inspections.
- b) Revised data to be issued to Inspection Teams prior to Inspections.
- c) Exclusion of routine maintenance items from Road Safety Inspection.
- d) Inspections now apply to all national roads including tunnels.
- e) Recommendations are now to be made by the Inspection Team.
- f) Inclusion of Implementation Phase.

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1. Introduction

1.1 General

This Standard outlines the requirements for Road Safety Inspections in the management of road safety on the Irish national road infrastructure. It describes the roles and responsibilities of those engaged in the management of road safety and it outlines the procedures to be followed to address the requirements of the EU Directive 2008/96/EC on Road Infrastructure Safety Management (RISM) and its transposition into Irish Law under SI 472 of 2011.

The objective of this Standard is to ensure that Road Safety Inspections are carried out in a correct manner at appropriate intervals.

1.2 Scope

This Standard sets out the procedures required to implement Road Safety Inspections on all national roads.

1.3 Definitions

Road Safety Inspection:

The EU RISM Directive and associated SI 472 of 2011 both contain the same definition of a Road Safety Inspection (RSI) as “an ordinary periodical verification of the characteristics and defects that require maintenance work for reasons of safety”. The terminology of this definition gives an indication of the scope of the Road Safety Inspection as follows:

- a) The term ‘ordinary’ indicates that an in-depth, forensic investigation is not expected;
- b) The measures to be carried out in response to the inspection are described as maintenance work; this suggests that major changes to the layout of the road, entailing high cost, are not envisaged as counter-measures; however, it is anticipated that engineering works are required to remediate the issues. It is not intended that routine maintenance issues will be identified as part of the inspection process as these issues will be addressed by ongoing maintenance programmes/cycles currently in place and overseen by TII.
- c) The term periodical indicates the need for inspections to be repeated at intervals, rather than being a once-off event;

Road Safety Inspection is a pro-active process, in that it seeks to identify the safety defects of the road and enable counter-measures to be provided before the problem manifests itself.

Authority:

For National Roads, the Authority is Transport Infrastructure Ireland (TII).

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. The TII training and experience requirements for inspection teams are detailed in AM-STY-06046 Road Safety Inspections – Inspection Team Qualifications.

Inspection Team Leader:

An Inspection Team Member meeting the requirements of the Authority for Inspection Team Leader and appointed by the Authority to lead the Inspection Team for the particular Road Safety Inspection.

Inspection Team Member:

A person meeting the requirements of the Authority for participation in Road Safety Inspection and appointed by the Authority for the particular Road Safety Inspection.

Inspection Brief:

Prepared by the Authority for the Inspection Team to give direction on the extents of the Road Safety Inspection and to include all relevant data on that route section.

TII Road Safety Engineering Team:

A team within the Authority capable of assessing the problems identified in a Road Safety Inspection and capable of making and reviewing recommendations to the Authority in respect of remedial measures necessary to address the issues raised.

Road Operator:

A Road Operator is defined as a company undertaking construction, maintenance or operation of a National Road under a contract agreement with the Authority, and in circumstances where direct responsibility for the construction, maintenance or operation of the section of road has been transferred to the company. A Road Operator may be appointed under a Public Private Partnership or other form of contract with the Authority.

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2. Road Safety Inspection

2.1 Roads to be Inspected

Road Safety Inspections shall apply to all National Roads, including the inspection of road tunnels from a road user viewpoint, except as noted in Paragraph 2.2.

2.2 Exemption

This Standard does not apply to road works which are inspected under CC-STY-04002, Temporary Safety Measures Inspection. Where there are road works on the route during the Road Safety Inspection, the inspection should consider the road as it normally operates without the road works.

2.3 Scope of the Road Safety Inspection

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.

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.

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 by the Authority.

2.4 Safety Health and Welfare at Work Act

The Inspection Team shall comply with current legalisation and best practice in relation to safety and health while undertaking Road Safety Inspections.

2.5 Occurrence of Safety Inspection

The Authority is responsible for initiating the Road Safety Inspection and for ensuring that a Road Safety Inspection is repeated at the appropriate time interval.

Road Safety Inspections shall be carried out on National Roads at regular intervals of 5 years for all road types.

3. Road Safety Inspection Process

3.1 Inspection Management

Regular Road Safety Inspections are an essential tool to identify road safety issues in order to remove possible dangers and prevent collisions for all road users, including vulnerable road users. Road Safety Inspections will be carried out by an Inspection Team.

The Authority shall take the lead role in administering Road Safety Inspections on national roads.

The Authority shall initiate the inspection process, and shall provide an Inspection Brief.

The Inspection Team Leader is responsible for advising the relevant local authorities, and, if appropriate, the emergency services, that a Road Safety Inspection is being carried out.

3.2 Inspection Team

The Authority shall appoint an Inspection Team, consisting of a Team Leader and at least one other Team Member.

All team members shall be independent of the maintenance and operation of the road. The inspection is intended to be a fresh, independent look at the road. It is therefore not recommended that the Inspection team be accompanied on the inspection by representatives of the road authority and/or Road Operator. In addition, individuals who have had a role in the design or maintenance of the route, within a five-year period prior to the inspection, will not be eligible to participate.

3.3 Inspection Brief

The Authority shall prepare an Inspection Brief.

3.4 Desk Study

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:

- a) Inspection Brief;
- b) Collision Rates for National Road Network;

The Inspection Team should assemble and study the available route data prior to undertaking the site visit. This will ensure that they have sufficient knowledge of the route in order to make informed judgements during the Road Safety Inspection.

3.5 Site Visits

A site visit, in both directions of travel, shall be carried out by all members of the Inspection Team together, during both the hours of daylight and darkness. This shall include separate journeys for the route mainline and intersecting roads.

3.6 Road User Role Play

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

3.7 Methodology for Safety Inspection

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

- a) The Inspection Team reviews the route data provided by TII to ensure familiarity with the route prior to the site visit.
- b) The Inspection Team visits the site during both the hours of daylight and darkness. The team shall video the route inspection. All video recordings shall be geo-tagged to enable accurate future reference, and shall be provided to the Authority.
- c) Each road section should be driven more than once, and assessed from the point of view of all road users.
- d) All possible road safety issues are to be recorded on the video footage that is audible to members of the Inspection Team and the TII Road Safety Engineering Team after the site visit.

3.8 Inspection Report

The Inspection Team shall prepare a written report, using the template provided in Appendix A1 of AM-STY-06043, Road Safety Inspection Guidelines, which shall be forwarded directly to the Authority.

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.

3.9 Subsequent Actions to the Inspection Report

The recipient of the inspection report will be the Authority who shall forward it to the TII Road Safety Engineering Team for review.

The TII Road Safety Engineering Team may provide comments on the draft report for consideration by the Inspection Team. If the TII Road Safety Engineering Team considers that clarification or discussion of the report would be of benefit it shall arrange a meeting involving the following:

- a) TII Engineering staff;
- b) Road Authorities or Road Operators relevant to the route inspected; and
- c) The Inspection Team Leader and other Team Members considered necessary by the Authority.

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.

3.10 Implementation Phase

When the report has been finalised, it is then presented to the relevant local authority. Additional items identified by local authorities may be considered in the process going forward, as part of the implementation phase.

4. References

4.1 TII Publications (Standards)

Transport Infrastructure Ireland. **GE-STY-01024** Road Safety Audit. TII Publications.

Transport Infrastructure Ireland. **CC-STY-04002** Temporary Safety Measures Inspection. TII Publications.

Transport Infrastructure Ireland. **AM-STY-06046** Road Safety Inspections - Inspection Team Qualifications. TII Publications.

Transport Infrastructure Ireland. **AM-STY-06043** Road Safety Inspection Guidelines. TII Publications.

Transport Infrastructure Ireland. **GE-STY-01027** Road Safety Audit Guidelines. TII Publications.

4.2 TII Publications (Technical)

Transport Infrastructure Ireland. **PE-PMG-02004** Project Management Guidelines. TII Publications.

4.3 Other Publications

Institution of Highways and Transportation. Guidelines for the Safety Audit of Highways. IHT, London, 1996.

European Parliament and the Council of the European Union, 2008. Directive 2008/96/EC of the European Parliament and of the Council of 19th November 2008 on Road Infrastructure Safety Management.

Department of Transport, Tourism and Sport. Statutory Instrument no. 472 of 2011, European Communities (Road Infrastructure Safety Management) Regulations 2011.

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