

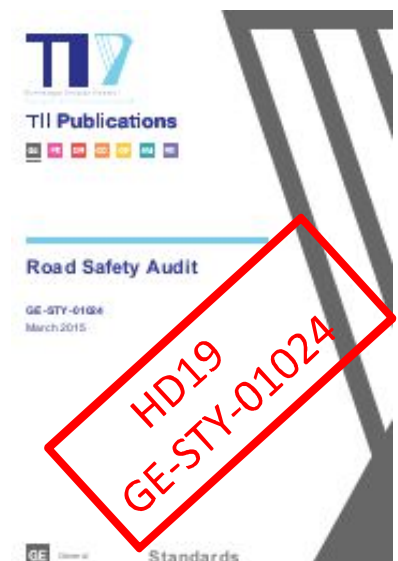
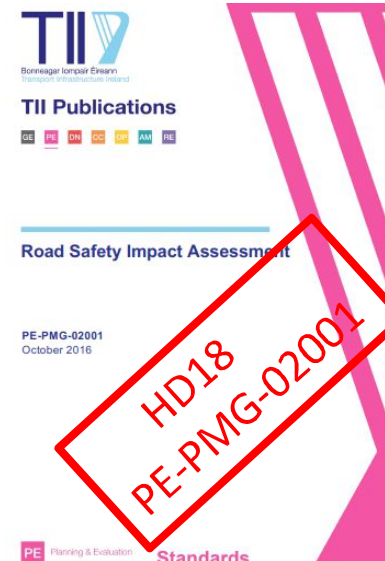
Implementation of the RISM Directive to Date.

National Roads Conference, 29th September 2017

Norman Bruton

EU, Road Infrastructure Safety Management (RISM)

- Eu
 - IRL
 - TII
- EU RISM Directive 2008/96/EC
 - SI No. 472 of 2011
 - NRA (TII) is the implementation body



Select all

Live filter by name

Live filter by keyword...

Download as Microsoft Excel (.csv) - 13 documents

13 Documents found

Revised standards, guidelines and qualifications for each to be published later this year/early next year.

All

GENERAL

GE-S

Published

GE-STY-01023 - NRA HD 15 Network Safety Ranking - Site Assessment Qualifications

Jul 2012

Published

Safety (STY)

Specification for Works (SPW)

Standard Construction Details (SCD)

Strategic Management (SM)

NETWORK SAFETY RANKING

GE-STY-01022 (HD 15)

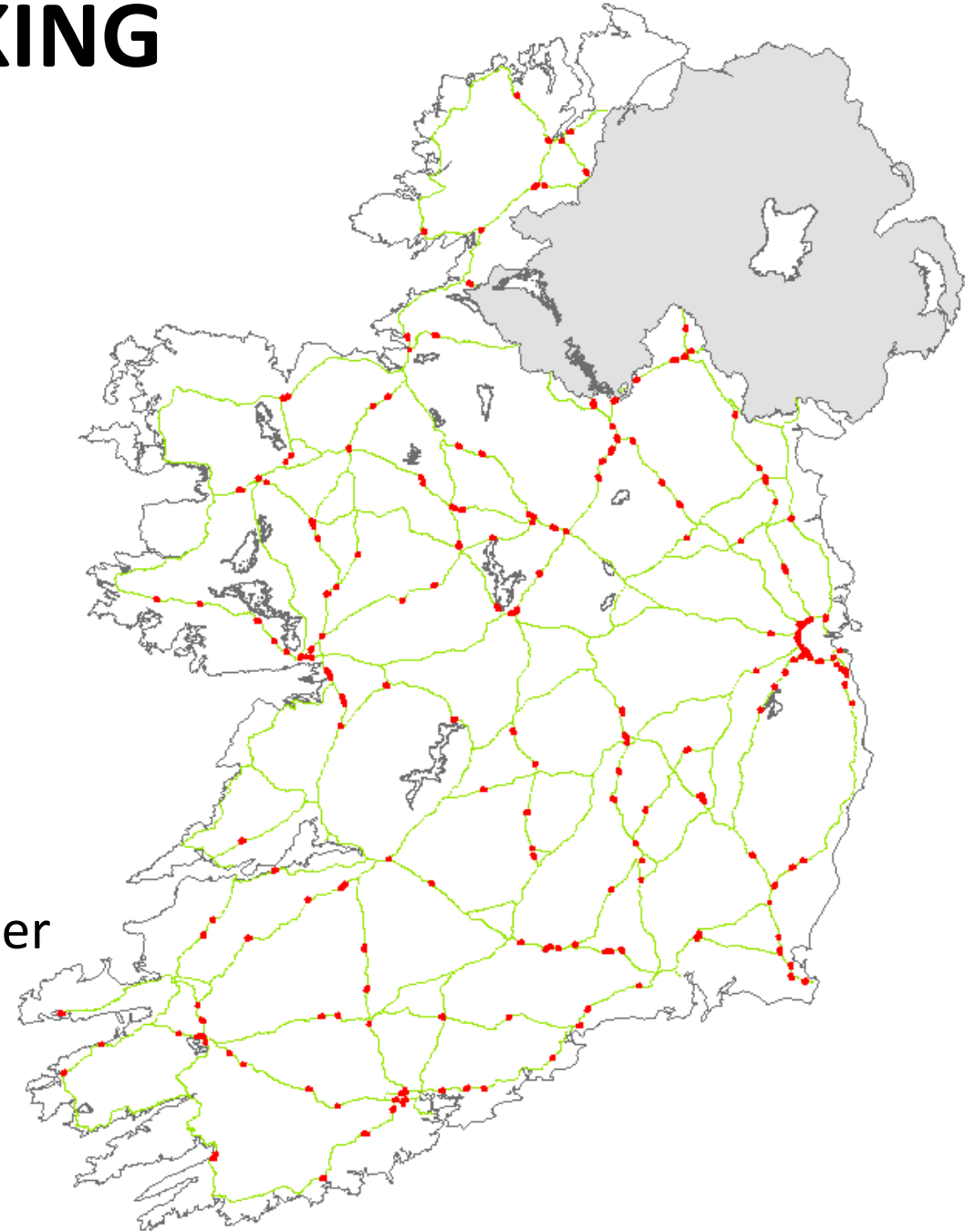
- Reactive approach
- Collision history over 3 year period
- Well established procedure
- Latest analysis period is 2014-2016

Findings;

3,265 injury collisions across 5,300km of national road

234 (7.1%) High Collision locations or cluster sites

34 Fatal, 73 Serious, 821 Minor injury collisions at cluster sites



NETWORK SAFETY RANKING

GE-STY-01022 (HD 15)

The sites have been analysed by the Regional Road Safety Engineers;

110 sites have been identified as having Engineering interventions

40 sites have identified Education and Enforcement plus Engineering

84 sites have identified no engineering solution.

71 successive cluster sites (2012-2014)

New Analysis;

Material damage data now available

% chance of an injury occurring for each Primary Collision Type.

NETWORK SAFETY RANKING

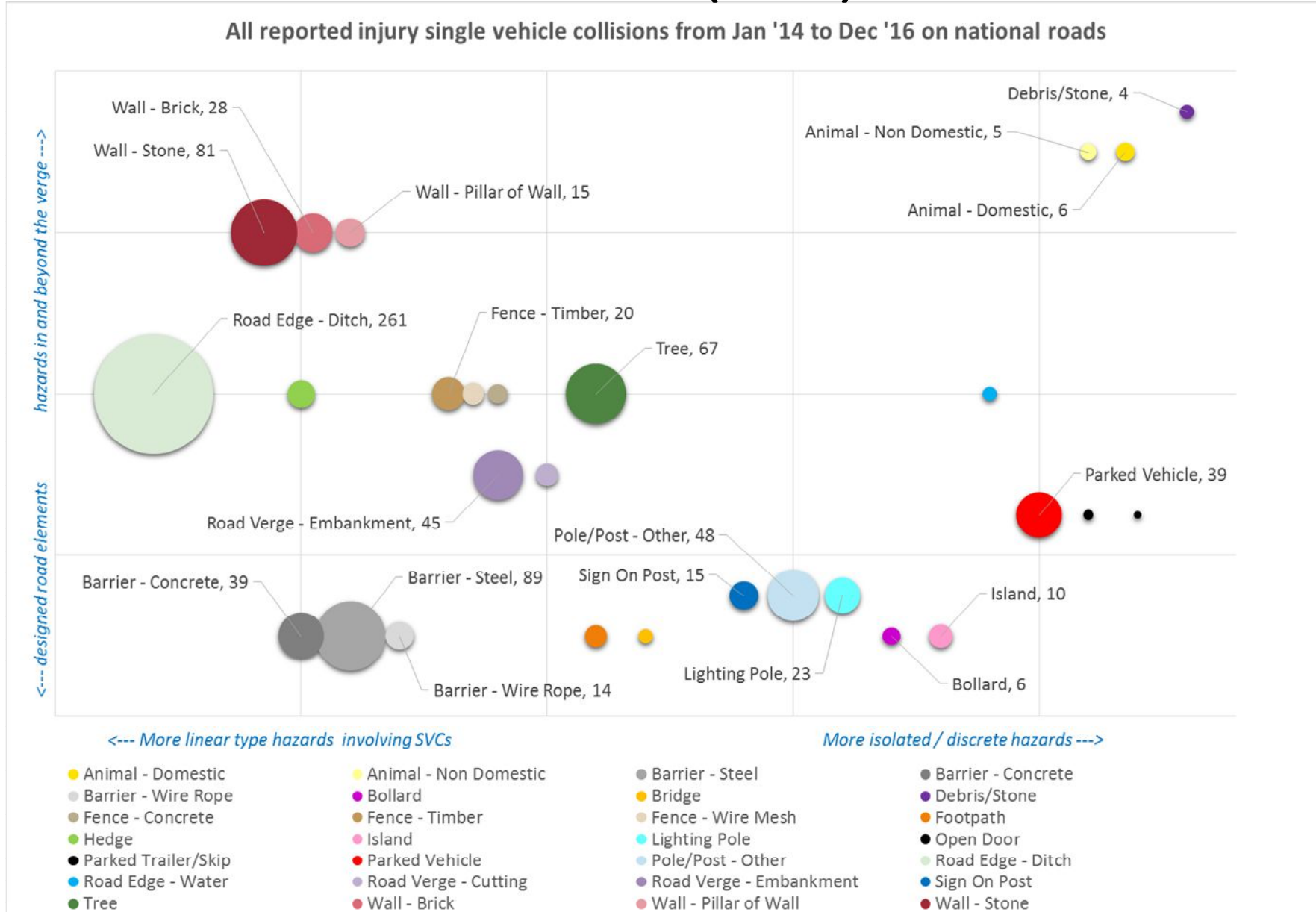
GE-STY-01022 (HD 15)

Primary Collision Type	Per Cent Chance of Injury (All NR)	Per Cent Chance of Injury (HCL)
Pedestrian	91%	93%
Cyclist	77%	75%
Head-On	58%	68%
Parked Trailer/Skip	50%	N/A
Tree	42%	67%
Road Edge - Water	40%	N/A
Wall - Pillar of Wall	36%	25%
Head-On, Right Turn	33%	26%
Wall - Stone	25%	36%
Fence - Timber	24%	30%
Lighting Pole	23%	20%
Road Verge - Cutting	22%	50%

Barrier - Concrete	14%	14%
Other	14%	15%
Hedge	12%	33%
Rear End, Straight	11%	15%
Barrier - Steel	11%	16%
Angle, Left Turn	10%	11%
Side Swipe	9%	12%
Sign On Post	9%	8%
Rear End, Left Turn	9%	11%
Bollard	9%	17%
Barrier - Wire Rope	8%	25%
Bridge	8%	15%
Debris/Stone	6%	33%
Parked Vehicle	6%	9%
Open Ditch	5%	11%

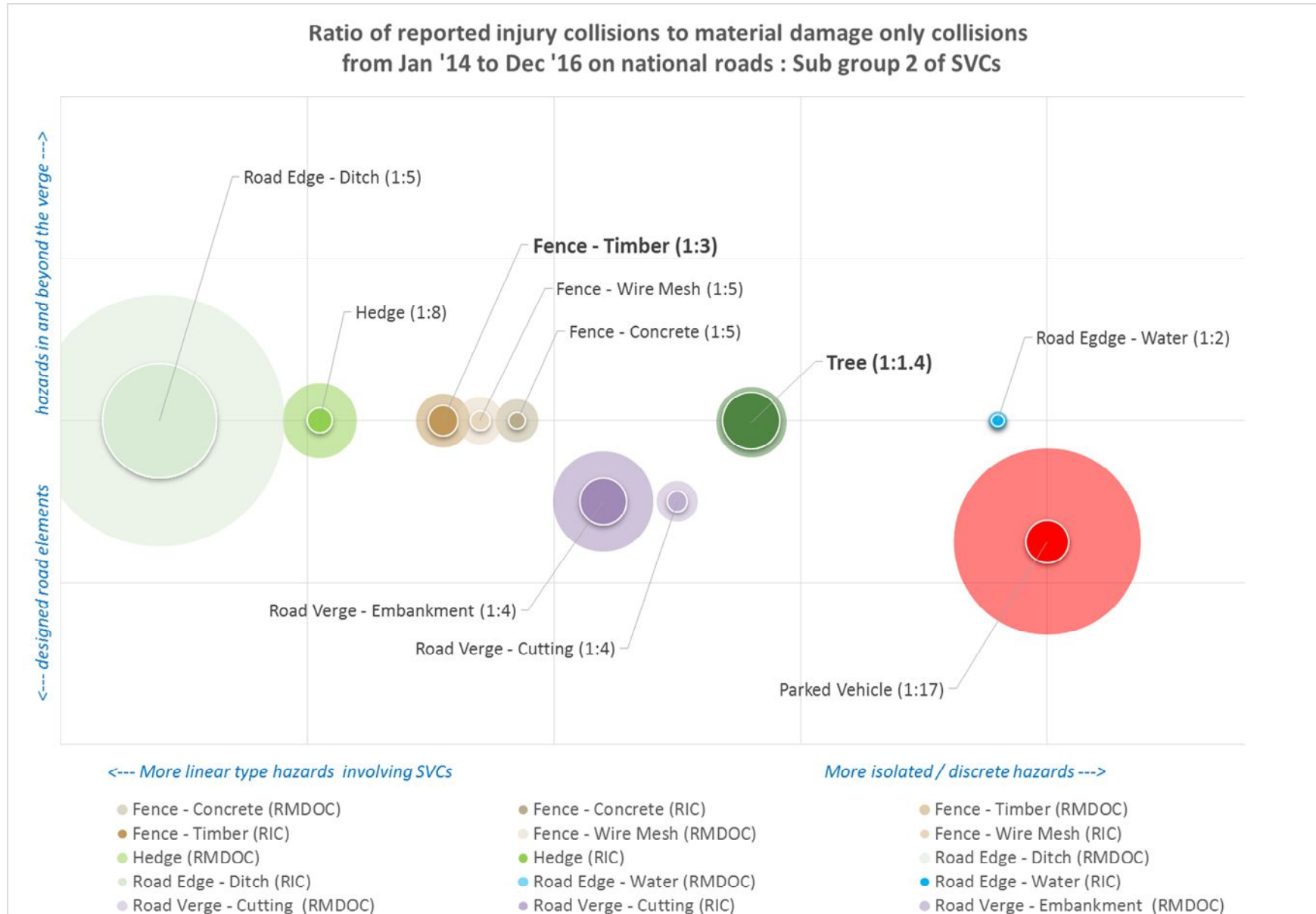
NETWORK SAFETY RANKING

GE-STY-01022 (HD 15)



NETWORK SAFETY RANKING

GE-STY-01022 (HD 15)



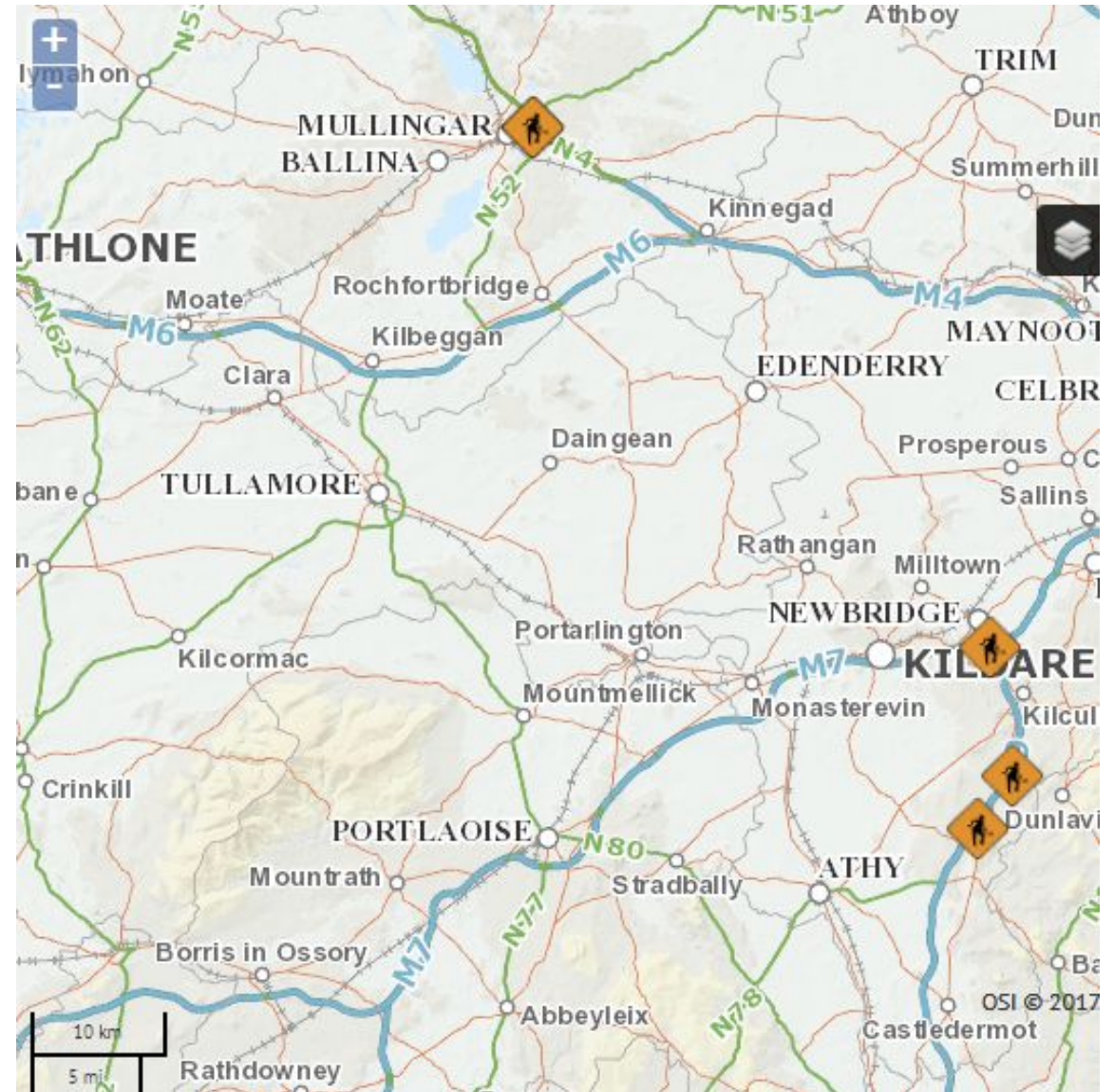
Temporary Safety Measures Inspections

CC-STY-04002 (HD 16)

Inspections of Temporary Safety Measures at Roadworks sites

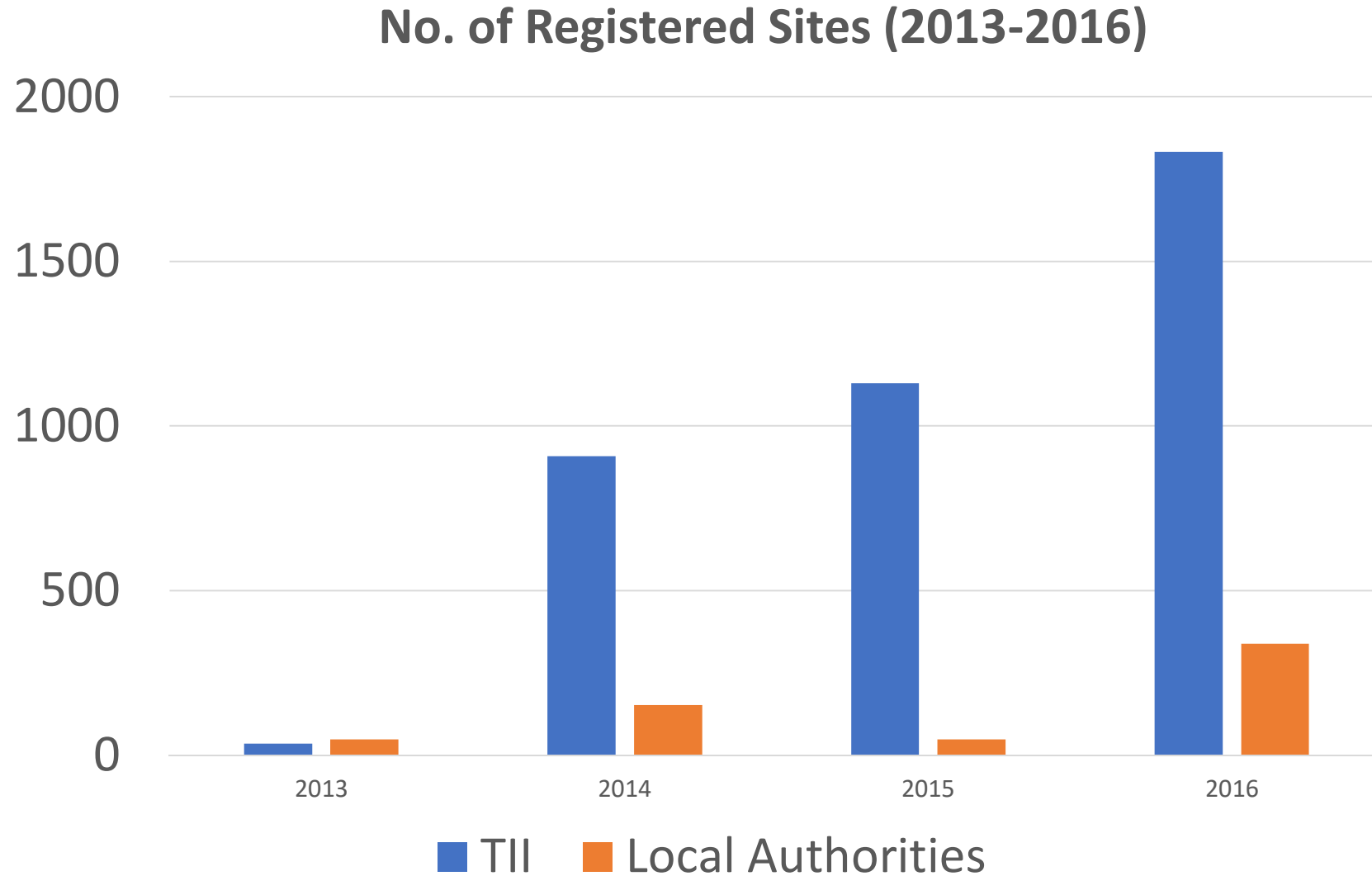
Public Portal www.tiitraffic.ie

Inet/maps



Temporary Safety Measures Inspections

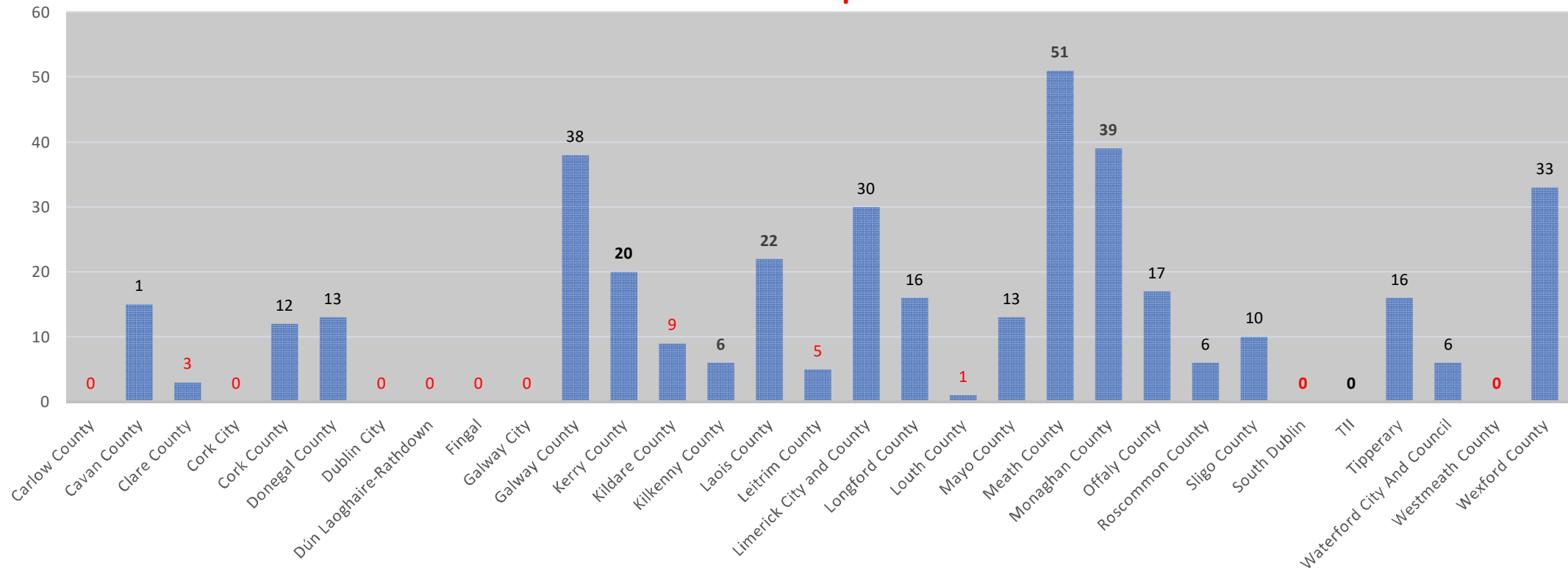
CC-STY-04002 (HD 16)



Temporary Safety Measures Inspections

CC-STY-04002 (HD 16)

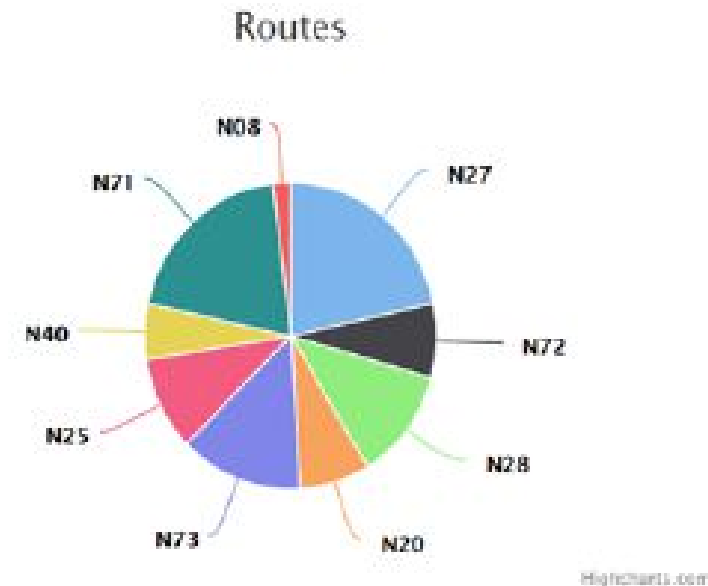
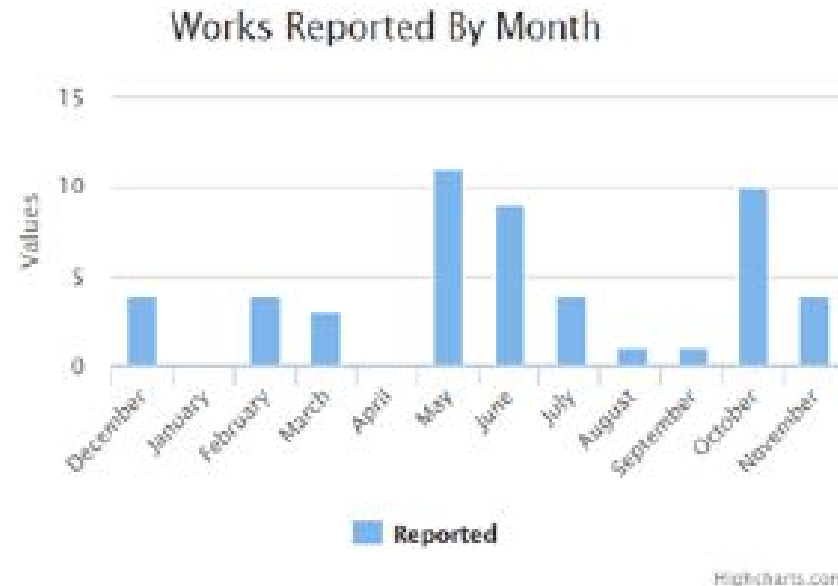
HD 16 Registered Roadworks *Last 12 Months*
Oct 2016 to Sept 2017



Temporary Safety Measures Inspections

CC-STY-04002 (HD 16)

County Example - Activity in Last 12 Months



Temporary Safety Measures Inspections

CC-STY-04002 (HD 16)

Website Users;

280 Registered users of the Website

Lat 12 Months

382 Registered sites– Local Authorities

1915 Registered sites - TII (not incl. MMaRC)

Increased uptake

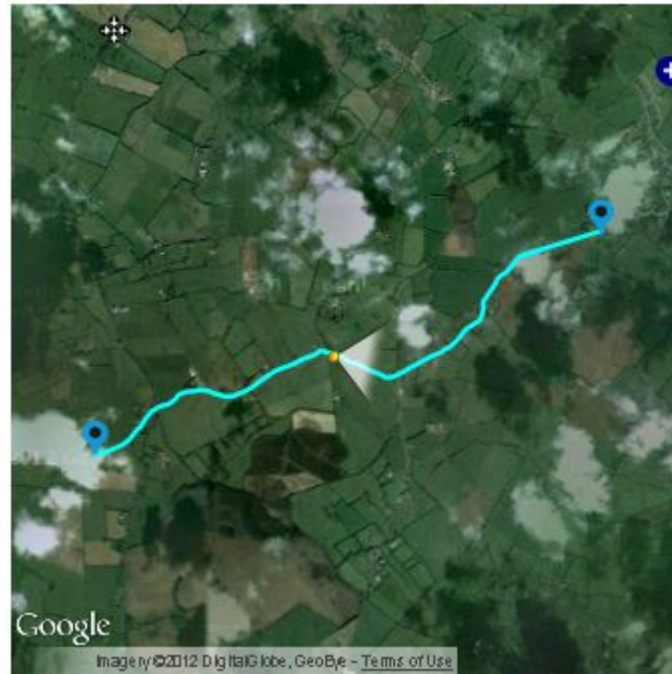
- All counties met over last 14 months
- Most revisited
- Feedback taken on board
- Website developments in progress

Road Safety Inspections

CC-STY-04002 (HD 17)

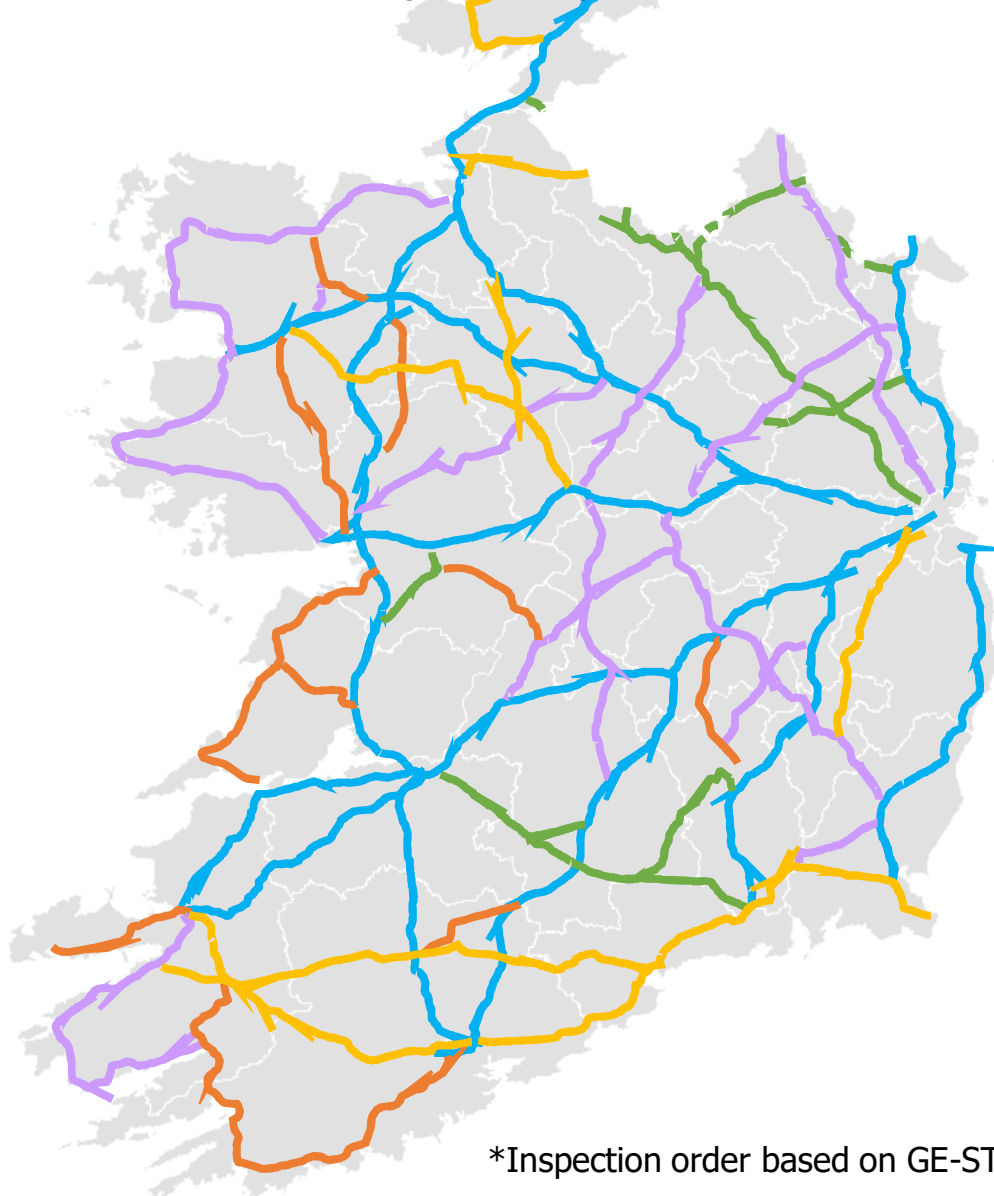
Road Safety Inspection

Proactive approach to identifying potential safety issues



Road Safety Inspections

CC-STY-04002 (HD 17)



RSI Where and when

2012: TEN-T network inspected



2012: Non- TEN-T routes inspected*



2013: Non- TEN-T routes inspected*



2014: Non- TEN-T routes inspected*



2015: Non- TEN-T routes inspected*



2016/17: Review of all RSIs

2014/15/16/17 MMarC High risk issues implemented

2016/17/18: Implementation of RSI Recommendations

*Inspection order based on GE-STY-01022 (HD15) Network Safety Ranking Results

Road Safety Inspections

CC-STY-04002 (HD 17)

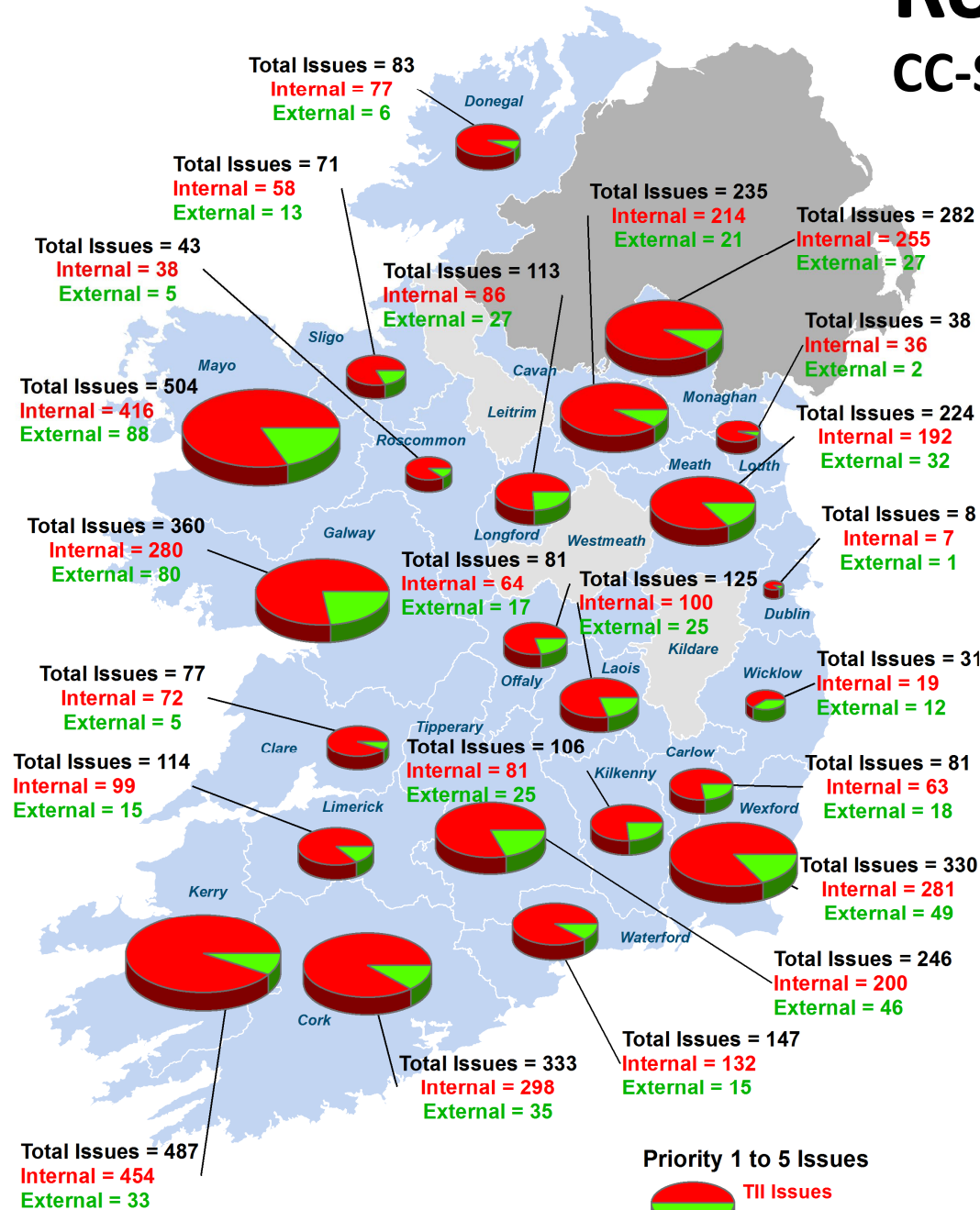
2016/2017 Developments

- Consistency between RSI teams
- Development of recommendations
- Routine Maintenance issues removed (Includes renewal schemes)
- Priority ranking based on combination of risk reduction and cost using Collision Modification Factors
- 90% of network now complete
- Separation of issues into TII/Local Authority
- Issue for implementation (Priority 1-5 in 2017& 2018)
- Wexford pilot, followed by Carlow and Waterford
- Others to follow
- MMaRCs High risk items complete, 2018 commence new round of inspections.

Priority 1 to 5 Issues by County

Road Safety Inspections

CC-STY-04002 (HD 17)



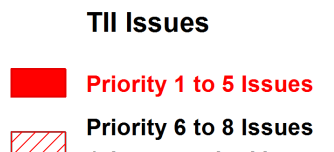
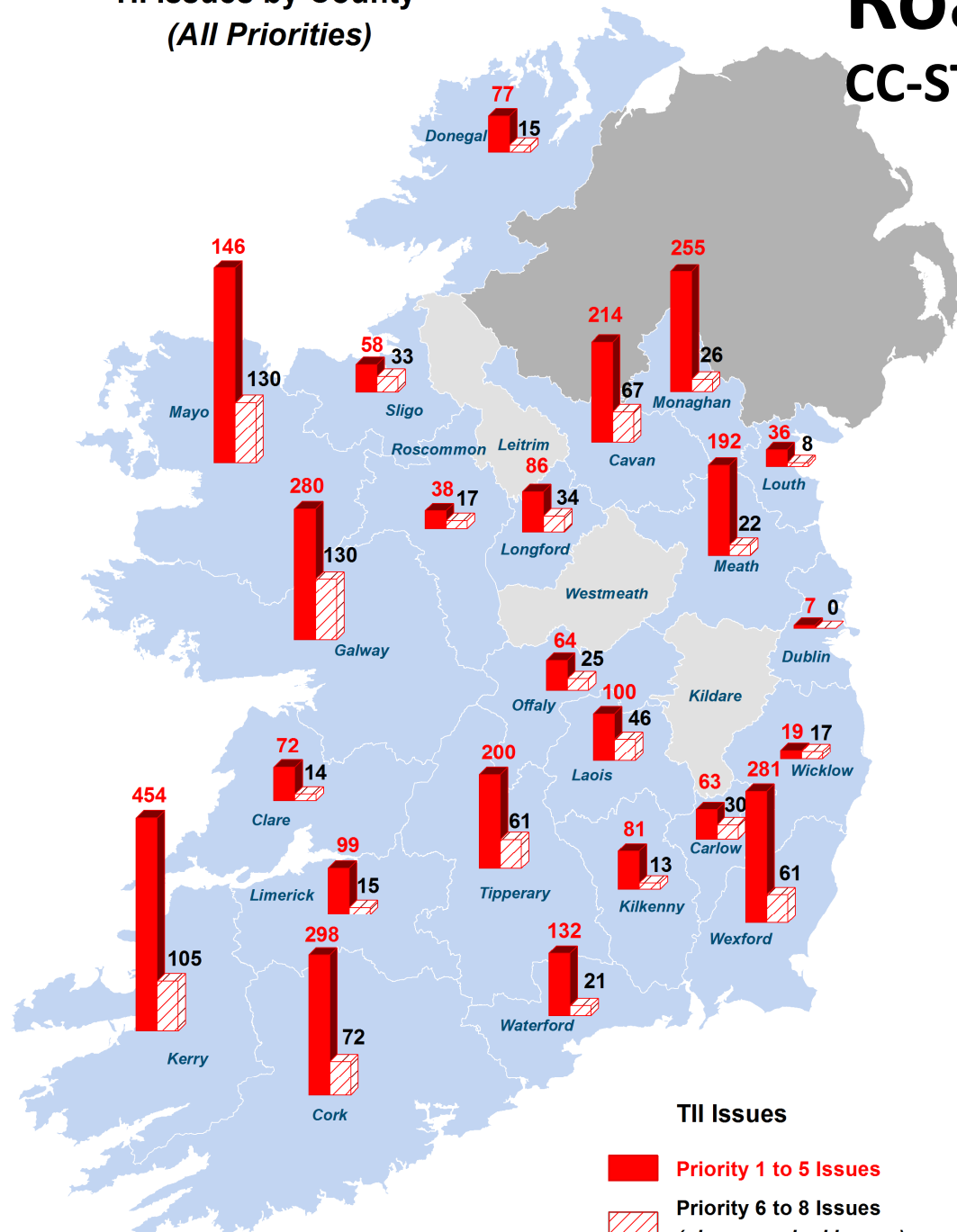
Priority 1 to 5 Issues

 TII Issues
 Local Authority Issues

TII Issues by County
(All Priorities)

Road Safety Inspections

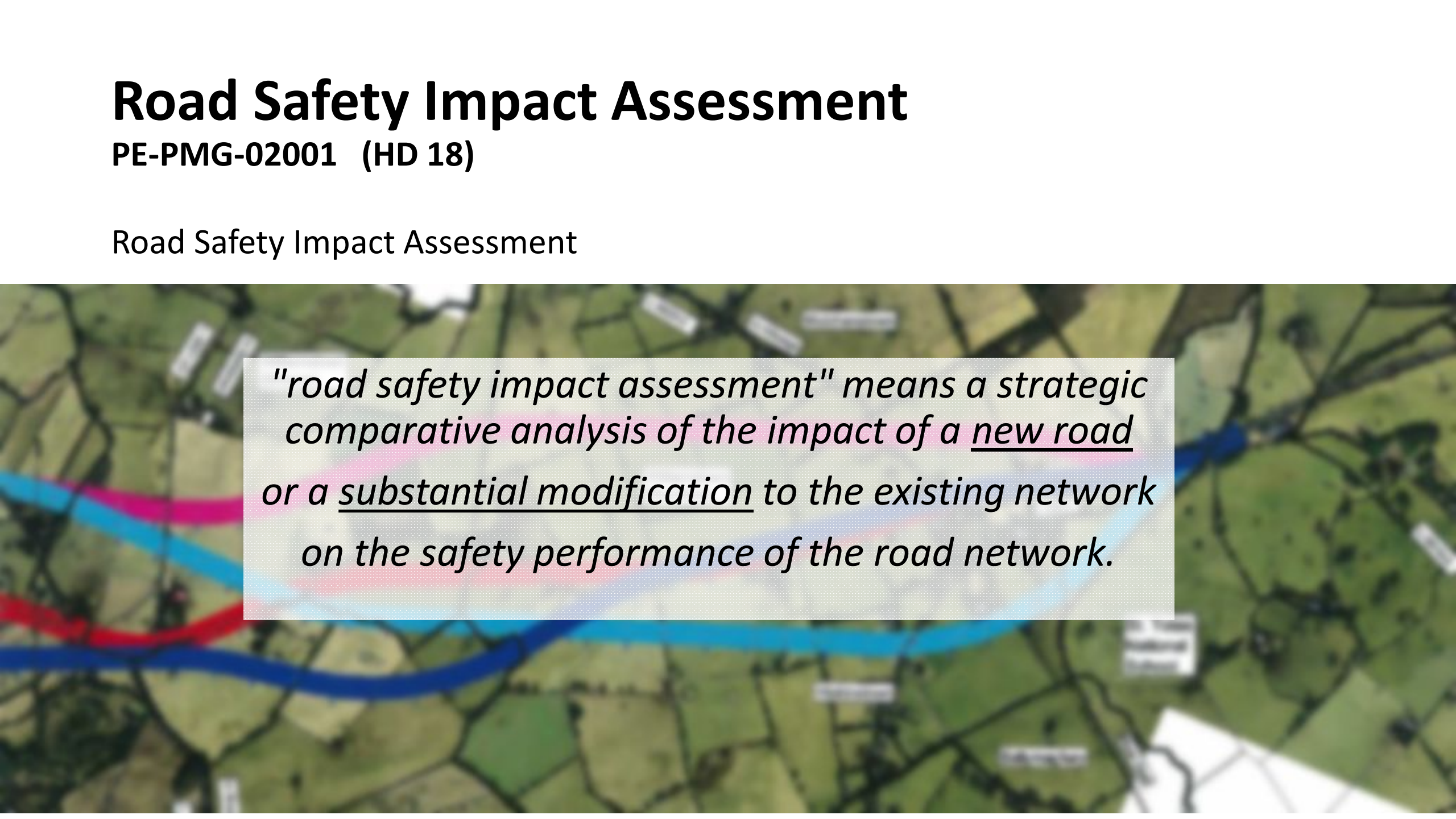
CC-STY-04002 (HD 17)



Road Safety Impact Assessment

PE-PMG-02001 (HD 18)

Road Safety Impact Assessment

An aerial photograph of a road network is shown in the background. A semi-transparent white text box is overlaid on the center of the image. The text inside the box is italicized and contains a definition of 'road safety impact assessment'.

"road safety impact assessment" means a strategic comparative analysis of the impact of a new road or a substantial modification to the existing network on the safety performance of the road network.

Road Safety Impact Assessment

PE-PMG-02001 (HD 18)

Implementation to Date:

45 Schemes have been enquired about (August 2012- to date)

16 of which did not require RSIA as they were mostly on-line

For advice email infosafety@tii.ie

RSIA Vs Stage F Road Safety Audit

RSIA	RSA Stage F
<i>RSIA is carried out by the Design Team</i>	<i>RSA is independent of the Design Team</i>
RSIA looks at road safety benefits/dis-benefits	<i>RSA identifies potential problems</i>

Refer to presentation by Eileen Mc Carthy, Arup TII Road Safety Seminar 2016

http://www.tii.ie/tii-library/conferences_and_seminars/TII_road_safety_audit_seminar/2016/04-E-McCarthy-RSIA-v-RSA.pdf

Road Safety Audit

PE-PMG-02001 (HD 19)

Well established procedure.

231 Registered Auditors since 2009

52 currently with Leader status

Average 125 audits approved per year

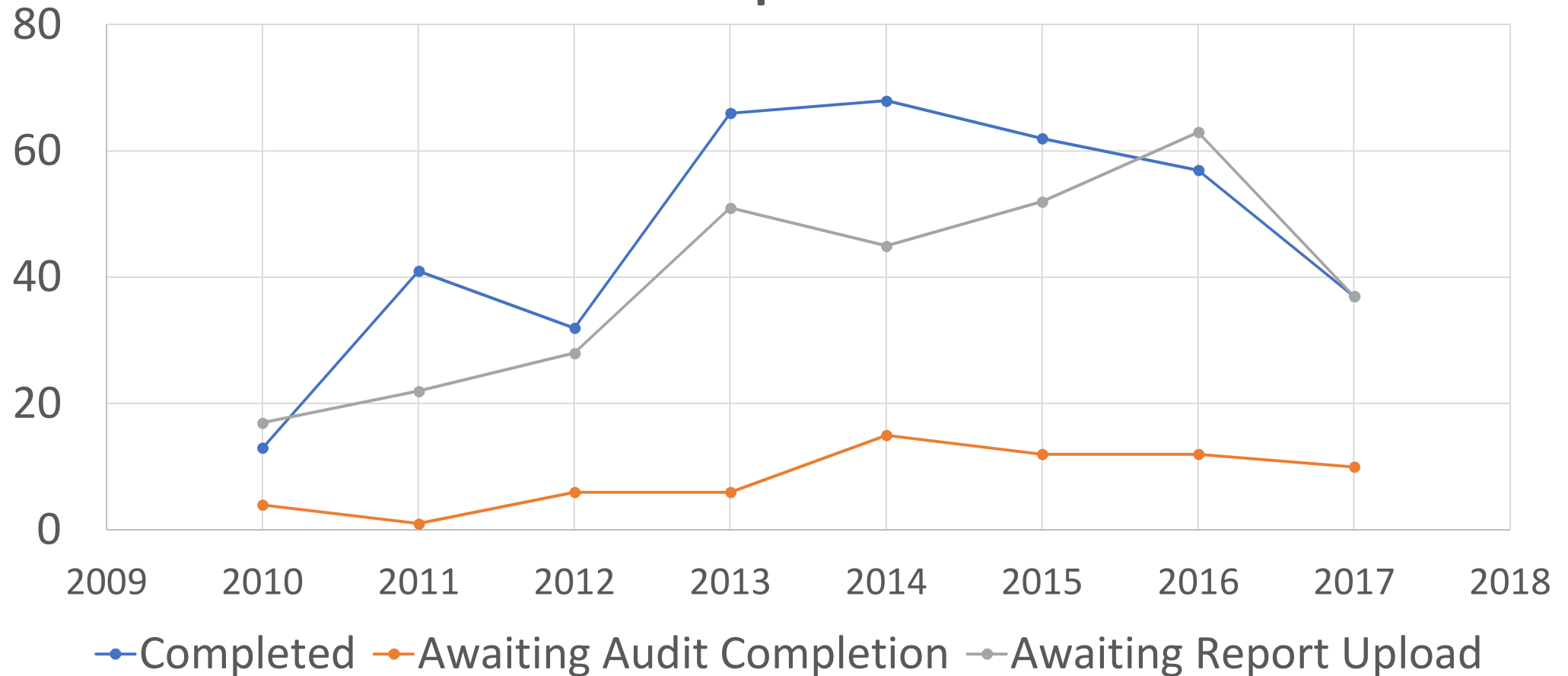
However....

Compliance rate of 31%

Road Safety Audit

PE-PMG-02001 (HD 19)

No. of Audits Completed/incomplete/Awaiting upload



Road Safety Audit

PE-PMG-02001 (HD 19)

Key points

1. Auditor/Designer/Employer-Signoff
2. Auditors – Recommendations
3. Designers – Standards
4. Auditors/Designers – Embrace Exception Report route
5. No post and rail fence, regardless of speed



**END
THANK YOU**

National Roads Conference, 29th September 2017

Norman Bruton