

ROAD SAFETY

March 2019



Management of the road
safety on highway
networks

Management of the safety

Management of the safety on French highway network

Reference texts :

- European text : Directive 2008/96/EC
- French text : road network code (decree of March 11, 2011 et order of December 15, 2011)

Management of the safety

The road safety must be take in to account :

1. During the project conception

For examples : new highway section, new junction, toll station extension, widening from 2 to 3 lanes, ...

2. During the project implementation

3. And all along road operation

Management of the safety

1. During the project conception

- Conformity control of tracks characteristics
- State administration conduct audits based on the study files of the client

2. During the project implementation

- Pre-opening inspections realized by State administration
- Post-opening safety record, made 6 months later by road operator : observations of traffic, accidents, incidents, traffic jams, ... → correctives actions if necessary
- Audit of start operating conducted by state administration within the 6 months to 1 year after opening (= experience feedback).

Management of the safety

3. And all along road operation

3.1 Preventive action

Road safety inspections (ISRI) are made by the network operator :

- Visual exam of infrastructure elements :
 - Main examining points : visibility, readability of road signs, road condition, capacity of evasive action and retrieval, lateral obstacles protection, coherence of all track elements, ...
- Night and day inspections
- Inspections conducted by specially trained people
- Report with photos following each inspection
- Inspections conducted every 3 years : one third of ASF network is inspected each year

Management of the safety

3. And all along road operation

3.1 Curative action

SURE approach (Sécurité des Usagers sur les Routes Existantes / users' surety on existing roads) :

- On each highway section : calculation of the injury rates (accidents nb / km travelled)
- Research of the zones with the highest accident rates vs. reference rate
- Identification of the zone where the best safety gain can be made, based on accident cost defined by state administration
 - For this zone, realization of a safety diagnosis : accident detailed analysis, drivers behaviors observation, infrastructure inspection , ...
- Courses of action study

This approach must be renew every 3 years

Management of the safety

SURE approach (Sécurité des Usagers sur les Routes Existantes / users' surety on existing roads)

Example : approach ended in 2017

- Identified zone : highway A620 (Toulouse ring)
- Diagnosis : accidents relied to track changes (crossing roads) between an exit and the junction to highway A62
- Implemented actions : check et modification of the road signs

