



Technical Assistance to Connectivity in the Western Balkans EuropeAid/13785/IH/SER/MULTI

REGIONAL

Preparation of Road Safety Inspection and Audit Plans and Pilots in the Western Balkans

Partners:

- South East Europe Transport Observatory (SEETO) Secretariat
- Western Balkan Regional Participants
- Ministries of Transport and Road Public Enterprises in region

Budget of Technical Assistance:

- Euro 464,000

EU contribution¹:

- As above (100%)

Technical Assistance provided by:

- CONNECTA (Technical Assistance to Connectivity in the Western Balkans)

The Western Balkans summit in July 2016 in Paris adopted a regional Connectivity Reform Measures Management Plan for 2016/2017. Among these connectivity transport reform measures are 4 measures related to road safety.

This Technical Assistance was hence part of the European Union's "Connectivity Agenda" in the Western Balkans and aimed to support the South East Europe Transport Observatory (SEETO) and national beneficiaries in implementing part of the agreed measures related to road safety.

The **purpose** of the assignment was to prepare short term plans (2018-2020) for road safety inspection and audit for the indicative extension of the TEN-T Core and Comprehensive Road Network to the Western Balkans. As per 2018 plans, it also delivered a part of needed inspections and audits as pilots.

The specific **objectives** were the introduction of regular inspections and audits through the preparation and monitoring of appropriate Road Safety Inspection (RSI) and Road Safety Audits (RSA) plans as well as the establishment of an appropriate crash data collection system and data base in line with EU best practices.

The assignment components included:

- 1) Preparation of 3-year RSI plans for the Core and Comprehensive Network and pilot RSIs on high accident sections;
- 2) Planning and performance of RSA as per Directive 2008/96/EC on projects on the Core and Comprehensive Network;
- 3) Supporting beneficiaries in preparing new crash data collection and analysis systems.

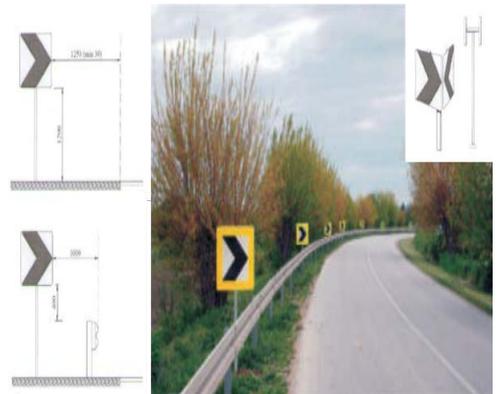


Example of a correctly placed and absorbent crash barrier at a structure.

Results achieved by the TA:

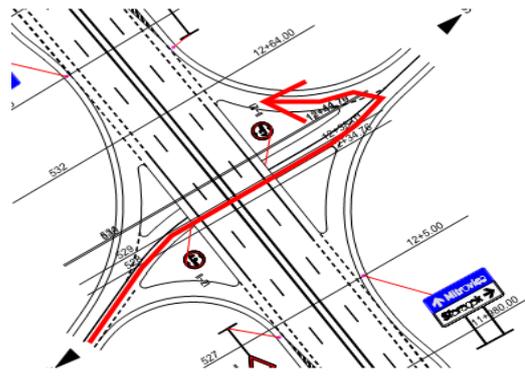
- Inventory of road sections for RSI with respect to accident risk rate;
- Three-year (2018-2020) plan for European Road Assessment Programme (EuroRAP) and SEETO manual RSI including indicative budgeting;
- Inspections along 580 km of roads in all Western Balkan Regional Participants as pilots;
- Inventory and plan of projects under preparation subject to RSA including indicative timing and budget;
- Auditing of 6 projects (one per road agency) as per 2008/96/EC, as pilots;
- On-the-job training of participating personnel during RSI and RSA;
- Preparation of road map for establishing national systems for continuous road crash data collection and relevant recommendations.

Transport



Proper installation of chevrons at curves

¹ EU contribution concerns only Technical Assistance services for project development



Example of poorly designed (and hazardous) left turn in project documentation



Linking datasets from various institutions

Key recommendations - further actions:

- Conduct RSI and RSA according to proposed plans and use systematic planning and budgeting in the future;
- Transpose respective EU Directives and endorse relevant EU practices ;
- Perform additional training for road safety aspects;
- Achieve proper and systematic coordination between all actors involved;
- Set up independent Road Safety Agencies for strategic planning, action plans, accident investigations and respective recommendations;
- Update road safety related design standards in respective rulebooks;
- Link road maintenance with safety aspects;
- Establish proper crash data collection systems and data bases;
- Develop harmonised road safety indicators.

Key Conclusions:

The Road Safety Inspections revealed an overall lack of maintenance leading to many of the existing road safety problems. Some of the most common issues identified were consistent use of unsafe crash barrier terminals, short barrier lengths, missing barriers, gaps in barrier and outdated bridge parapet implementation. Commercial and residential access, especially on single carriageway roads, are safety hazards that need urgent rectification. Junctions and interchanges usually have many problems (eg unsafe access and turns, insufficient merging lengths, etc), outdated design and missing elements. Roads passing through built-up areas or areas with concentrated pedestrian movement do not have adequate infrastructure elements for vulnerable road users.

The Road Safety Audits, through the pilots, successfully demonstrated that safety aspects are not being fully taken into consideration at the design stage and, very often, recommendations from audits also involve cost savings in design and construction. There is real enthusiasm to try and develop internal audit capabilities within the region.

The Technical Assistance also developed a road map for the sequence of activities that must be undertaken by the road agencies to enable them to achieve a common approach to crash data collection and analysis and dissemination of statistical crash data to all interested parties.

The core issues that have been addressed, beyond standardising data collection in accordance with Common Accident Data Sets (CADaS), are:

- Achieve/endorse a multi-agency approach in collecting data;
- Data encoding;
- Data quality;
- Data sharing among countries within the Western Balkans;
- Data analysis and the need to procure an 'off the shelf' advanced analytical and GIS based system.

Benefits expected due to Technical Assistance:

- Endorsement of systematic RSI and RSA in the Western Balkans;
- Better planning and budgeting of RSI and RSA;
- Use of EU best practices and Directives as well as of adopted SEETO manuals for RSI and RSA;
- Setting up proper and harmonised national systems for crash data collection and analysis.

Anticipated impact:

- Better understanding of the causes of accidents;
- Improved prevention of accidents;
- Reduction of traffic accidents (especially fatalities and serious injuries);
- Improvement of respective performance indices.