




BP2: Highway Features and Policy

Reference: BP2 013 / BP4 009	Title of Project:	Review of Road Safety Audits
Version: 1	Website:	http://www.motorcycleguidelines.org.uk/mg_09_1.htm
Brief Description of Project:	<p>The completion of a Road Safety Audit on new highway schemes or those involving significant change can provide an opportunity to address the specific needs of PTWs.</p> <p>IHIE and ACEM road design guidelines include advice on Safety Audit for PTWs.</p> <p>Chapter 9 of the IHIE Guidelines provides comprehensive advice for Auditors to ensure that the needs of PTWs are considered: http://www.motorcycleguidelines.org.uk/mg_09_1.htm</p> <p>The ACEM Guidelines provide advice in Chapter 10 and a checklist in Appendix 2: http://www.acembike.org/html/docs/ACEM%20publications/ACEMInfrastructurehandbook.pdf.</p> <p>As part of eSUM WP3, a review of recent urban Road Safety Audits undertaken in the UK was commissioned to identify highway features regularly identified as hazardous to PTWs.</p> <p>The process of Road Safety Audit should take into account potential hazards affecting all road users, although some factors are more specific to PTWs.</p> <div style="text-align: center; margin: 10px 0;">  </div> <p>In the UK, the Department for Transport and the Institution of Highway Engineers commissioned the creation of a Road Safety Audit 'interactive checklist' for use by road safety professionals. This is provided as a website: http://www.lancspartners.org/safetychecklist/policy.asp</p> <p>The website provides a link to the IHIE Motorcycle Guidelines to allow practitioners immediate access to safe design advice for PTWs.</p>	



The International Road Assessment Programme (iRAP) has produced a searchable toolkit for road safety specialists, to assist in the identification of appropriate collision remedial measures by road user or by location.

Within the Toolkit there is a section dedicated to motorcyclists and the link to this site is ; <http://www.irap.net/toolkit/>

Monitoring Data:

The Safety Audit process is based on the identification of hazards previously highlighted in collision/casualty studies. It provides a ‘prevention’ function by allowing those hazards to be excluded from infrastructure scheme design and remedial work.

Results:

The review identified a number of hazards recorded in urban Safety Audits which are specific to PTWs:

- *Service covers, manholes and gullies in turning or braking areas for motorcyclists,*
- *Excessive road markings, with differential skid resistance to carriageway surface,*
- *Adverse camber at bends,*
- *Obstructions to visibility splays at junctions can mask motorcyclists,*
- *Poor skid resistance of carriageway where motorcyclists would be turning, braking or accelerating,*
- *Loose stone, grit on the carriageway,*
- *Safety barriers, on outside of bends, or wire rope barrier,*
- *Over-runnable areas at roundabouts. kerb lines on such features.*

This list provides a starting point for practitioners involved in the Road Safety Audit process but many hazards will be common to all user types.

Key Effective Conclusions:

The process of Road Safety Audit provides an opportunity to address existing infrastructure hazards to motorcyclists and to prevent the inclusion of hazards in new schemes.

The results of this review provide guidance on common infrastructure features identified as specifically hazardous to PTWs. Many of the hazards identified in the Road Safety Audit process will be applicable to all user types, including PTWs.

Projects for Comparison:	IHIE Motorcycling Guidelines (BP2 012). ACEM PTW Road Design Guidelines (BP2 011). Norwegian PTW Handbook (BP2 007). Websites providing Safety Audit advice are: http://www.lancspartners.org/safetychecklist/policy.asp http://www.irap.net/toolkit/
Justification:	Road Safety Audit, based on the Guidelines provided by IHIE and ACEM, can contribute to eSUM WP3, BP2 and BP4 objectives.