

# EU Directive: Benchmark or Question Mark

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# **DIRECTIVE 2008/96/EC**

**DIRECTIVE 2008/96/EC OF THE  
EUROPEAN PARLIAMENT AND OF THE  
COUNCIL of 19 November 2008  
on road infrastructure safety management**

# Key aspects

## Road Safety Audit

- National Curriculum
- Certificate of Competence

# Four Pillars of Directive

- Road Safety Impact Assessments
- Network Management of cluster sites
- Safety Inspections
- **Safety Audits**

# Objectives

- Meaningful casualty reduction across the European network
- An improved quality of safety audits undertaken across the EU: and
- A consistent approach to safety audit

# Purpose

- Establish a benchmark of knowledge across all member states
- Applicable to all roads

OR ?

- Means of securing an easy life for those who don't understand what they're doing

# UK RSA Practice

- One of the leading countries in implementing systematic audit across the network
- Been in place since mid 1970's
- Developed progressively to address specific concerns
- Prediction that it wouldn't be necessary after 10 years!



# Road Safety Audit: History

- 1980s** some local authorities start doing safety audits
- 1988** Road Traffic Act Section 39
- 1990** HA 42/90, HD 19/90 “Road safety Audits”
- 1990** IHT “Safety Audits of Highways”
- 1994** HA 42/94 HD 19/94 “Road Safety Audits”
- 1996** IHT safety audit guidelines revised
- 2003** HD 19/03 “Road Safety Audit”
- 2005** HD 42/05 Non-Motorised User Audits
- 2008** IHT Safety Audit Guidelines
- 2008** EU Directive 2008/96/EU
- 20??** HD 19/?? Safety Audits



# Article 9

- Covers appointment and training of auditors
- Requires adoption of **national training curricula** within 3 years of Directive being adopted
- Initial training resulting in **certificate of competence**
  - with periodic reviews
- Compliance with following
  - Experience in design, safety engineering and analysis
  - Only certificated auditors used
  - Independence from design teams

# Main points

- National Curriculum and certification needed in place by 18 Nov 2011!
- Only required to take place on Trans European Network
- *Pilot4Safety supported by funding from the DG MOVE*
  - Pilot project for common EU Curriculum for Road Safety experts: training and application on Secondary Roads

# Existing Practice

- No national curriculum exists – yet?
- A number of courses are available
- Accreditation and approval varies
- Claims include
  - ‘certified CPD’
  - Complies with EU Directive

# Guidance!

- HD 19/03 only mandatory of trunk road network
- Commended for use on other roads
- Training and qualifications of auditors is NOT mandatory
- Criteria for appointment IS!

## HD 19/03 Para 2.49

The Audit Team shall be independent from the Design Team.

The Project Sponsor will not accept a team if it **lacks** the necessary **training, skills and experience** or where its independence from the design team is in doubt.

In such cases, an alternative team shall be proposed.

# HD 19/03 para 2.54

Paragraphs 2.55 to 2.59 give guidance on the **general levels of training, skills and experience** that are expected of road safety auditors. **They are not absolute** requirements but are intended to **assist** Project Sponsors when considering proposals for Audit Teams and also to assist potential auditors to prepare themselves as candidates for Road Safety Audit Teams. **The guidance is intended to be flexible**, recognising that the experienced road safety professionals that are needed to carry out Road Safety Audits may have developed their careers from a range of backgrounds.



# RSA regulation?

- Culture of applying standards
- Reluctance to accept 'exceptions'
- Becomes a mechanistic exercise
- RSA process requires auditors to **THINK** and have appropriate background **KNOWLEDGE** and **EXPERIENCE!**
- Cannot be fully regulated

# EU RSA Syllabus

- Study undertaken 2007 and ‘launched’ June 2008
  - addresses this knowledge gap by proposing a pan-European syllabus of training modules which auditors must be exposed to in order to carry out their assignment effectively.
  - On the basis of these generic modules, national training courses tailored to specific legislation and engineering practices can then be developed at the discretion and under the supervision of national road authorities.

# National Curriculum?

- No specific reference in UK response
- Undertaking that ‘being incorporated fully into existing guidance and administrative requirements’.
- Who certifies the trainers as to their ‘competence’ to deliver?

# Knowledge vs Competence

- Current activities comply – with minor exceptions
- Local authorities do not provide auditor training that results in a certificate of competence
- Propose that training providers issue competence certificate

# Competence?

- Need for auditor training resulted from the engagement of 'design team checks' and use of non specialist personnel
- Various organisations offering certificates of competence in compliance with EU Directive
- Not defined in Directive
- As competence is related to experience how can training define competence?

# Awareness of Designers

- Increased understanding is needed – but should be directed as Project Sponsors
- Move RSA onto a meaningful function rather than just a check box as part of the design process



# National Oversight Body

- Auditors need to be certificated in some form
- Judged by their peers as any professional activity
- Include regular reviews of more than just training – test of experience
- Professional Bodies exist to provide this service

# Conclusions

- Standardisation of RSA will be beneficial
- DIRECTIVE 2008/96/EC doesn't necessarily provide that standardisation
- RSA is an intuitive process that HAS to allow flexibility
- Those requiring the process need to understand what they are requesting

# Conclusions

- Competence has to relate to experience
- ‘peer review’ of auditors on a regular basis through a professional organisation is the way to ensure appropriate standards
- A flexible approach within the profession can deliver the objectives of the Directive
- **BE LESS PRESCRIPTIVE!**
- UK needs a strong lead.

# Thank You!

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