SUMMARY

In last years, the technical and technological evolution in the world and more concretely in our country has produced a frenetic increase of the people mobility. Public and private ways of transport as well as infrastructures have improved their characteristics so much that the comfort they offer at this moment has taken the human being to occupy new lands. The evidence of this fact is in the continuous limits extension of the cities metropolitan areas, which are being pushed out by the civilization urbanizations.

At first, this fine fact also has some disadvantages. To reach such a huge mobility and reduce the journey time between towns like it is being done, it is necessary vehicles and roads with exquisite qualities. These extraordinary qualities are turning against us due to the fact that human being is not able to control the technology (for lack of information or external conditioners he does not dominate) and, occasionally, they produce accidents with tragic consequences.

Nowadays, traffic accidents are the first non-pathological death cause and the first death cause until the age of thirty five at world-wide level. This problem is as serious as input shows since we have in our society a ‘new’ death cause against which is difficult to fight.

In this aspect, Civil Engineers have ‘something to do’, because constructive, conservation, maintenance and operation of infrastructure projects belong to our domain and they are some of the main actors. One way of externally control and to assure road safety of the highway projects (new and existing ones) is making road safety audits.

This case study thesis is divided into two great parts; at the first one, road safety audits are introduced and in addition to this their phases and objectives are explained and, finally, a second one more practical. The second part deals more with a present problem of road safety like speed excess is. This problem is studied in general and more individually a field study is made, with his later statistical treatment, of this problem in two distinguished element, how transitions and public square are.

Interesting conclusions are extracted from these studies about the lack of information that drivers are put under and about the lack of signalling adjustment with layout project, among others.

Finally, to close the coherent circle of this case study thesis exposed audits in the first part of this work to solve the safety dilemmas which are raised in the second part of this writing.