

Road safety audit newsletter

October 2023

This newsletter provides road safety auditors, designers and other road safety professionals with an update on current road safety audit related issues in addition to the review of Road Safety Audit (RSA) reports.

This October edition comprises a summary of a sample of RSAs undertaken in 2023 submitted to the National Highways inbox between January and June 2023 (inclusive).

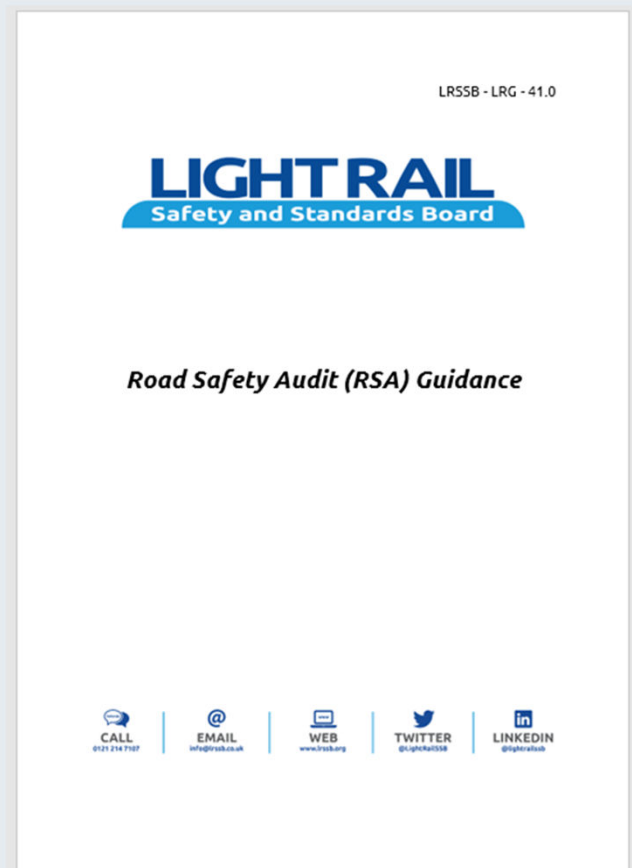
The inbox address is roadsafetyaudit@nationalhighways.co.uk

New guidance

The Light Rail Safety & Standards Board (LRSSB) is the central body responsible for co-ordinating advances in tramway safety and setting recognised industry standards.

Following a collision on the Metrolink network in Manchester in 2021 involving a tram and a cyclist, the Rail Accident Investigation Branch recommended a review of the application of road safety audit during tramway development and construction projects. This new guidance is intended to address this recommendation.

The guidance is aimed at providing tramway system designers, owners and operators with practical guidance on how to improve road user safety in the operational system through the design process and into early operation. It will also be of interest to highway authorities who are developing highway schemes which interface with an existing tramway. The link to the guidance is [LRSSB Reference Library | LRG 41 - Road Safety Audit \(RSA\) Guidance](#)



Scope

This review includes a summary of all the RSA reports submitted to the National Highways RSA inbox during the period 1 January to 30 June 2023 and then focuses in more detail on a sample of these reports. The objective of the review is to encourage discussion on good practice and areas that need further development.

RSAs by National Highways area

Figure 1 below illustrates all 124 RSAs submitted to the RSA inbox between January and June 2023 by National Highways area. Areas 6 and 7 both submitted 20% of the RSAs.

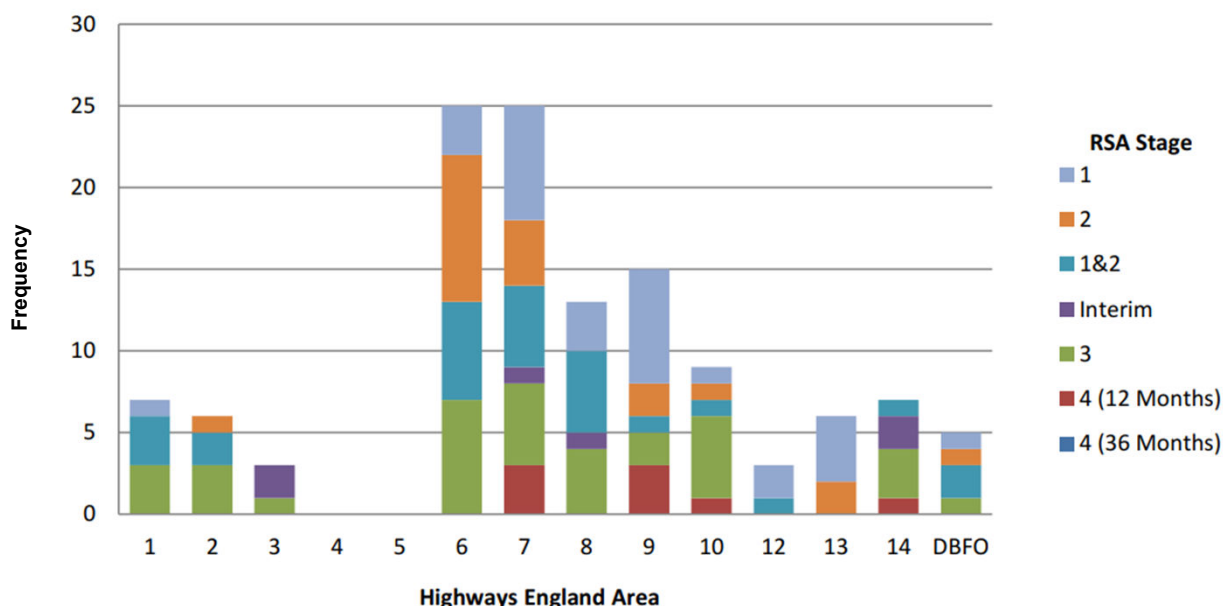


Figure 1 – Number of RSAs by National Highways operational area (Jan – June 2023)

Of the 124 RSAs submitted during this period 22% were combined stage 1 & 2 RSAs. When compared to combined stage 1 & 2 RSAs submitted in 2022 (18%) this is an increase of 4%.

RSA stage	Number
1	29
2	20
Combined 1 & 2	27
3	34
4	8
Interim	6

RSAs by stage and scheme type

Figure 2 below illustrates all 124 RSAs submitted to the RSA inbox during the six-month period January to June 2023 by stage and scheme type. Nearly fifty per cent were link improvement schemes.

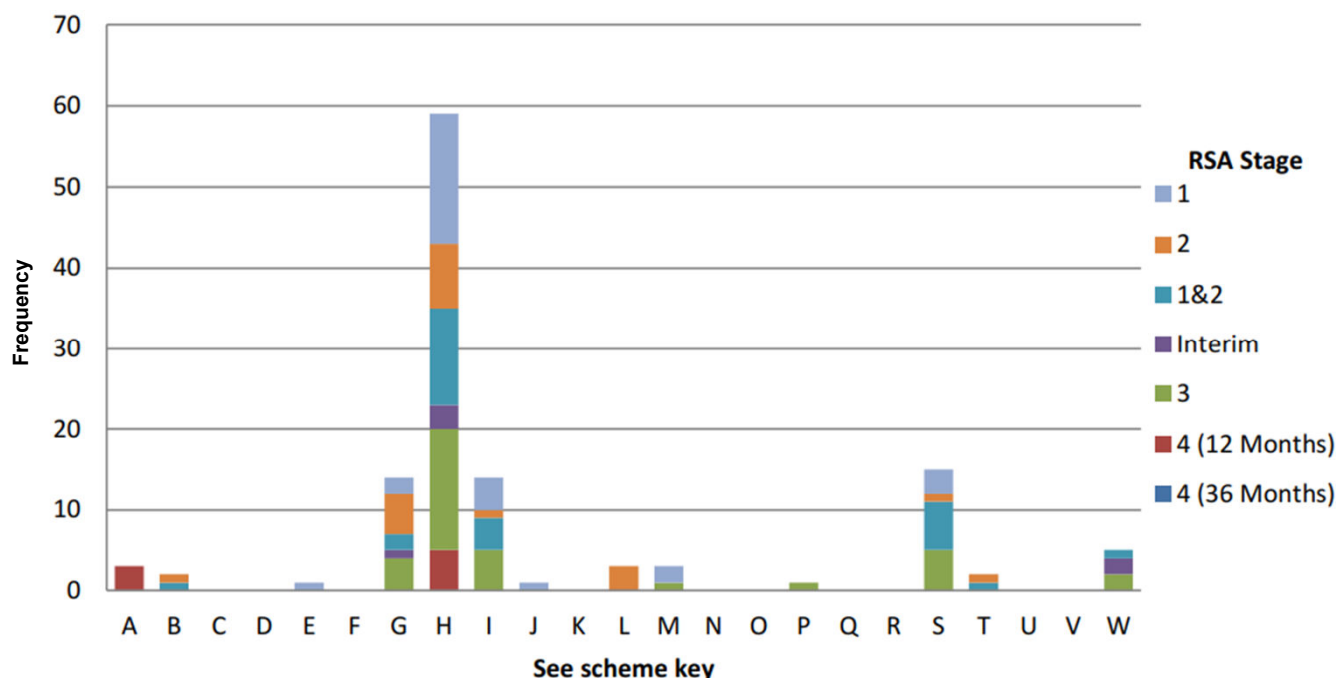


Figure 2 – Number of RSAs by stage and scheme type (Jan – June 2023)

Scheme key			
A	All lane running/smart motorway	M	WCH path/way/route
B	Bridge	N	Public realm,/urban regeneration
C	Bus lane/guided bus	O	Public transport interchange/hub
D	Conversion single to dual carriageway	P	Road/access closure or feature/facility removal
E	Drainage	Q	Shared use (WCH and traffic)
F	Enforcement infrastructure/cameras	R	Shared use (WCH only)
G	Junction improvement	S	Signs/markings
H	Link improvement	T	Temporary traffic management
I	Maintenance infrastructure	U	Tram or LRT route/facility
J	Maintenance access	V	Tunnel
K	Traffic signals (new)	W	Widening
L	WCH crossing		

Review sample

This review focuses on a sample of RSA reports uploaded to the National Highways road safety audit database during the period January to June 2023. During the period January to June 2023 a sample of 60 RSAs submitted to the RSA inbox have been reviewed, all of which stated they had been carried out in accordance with GG 119. The stage of the RSAs is shown in Figure 3 and the types of scheme in Figure 4 below.

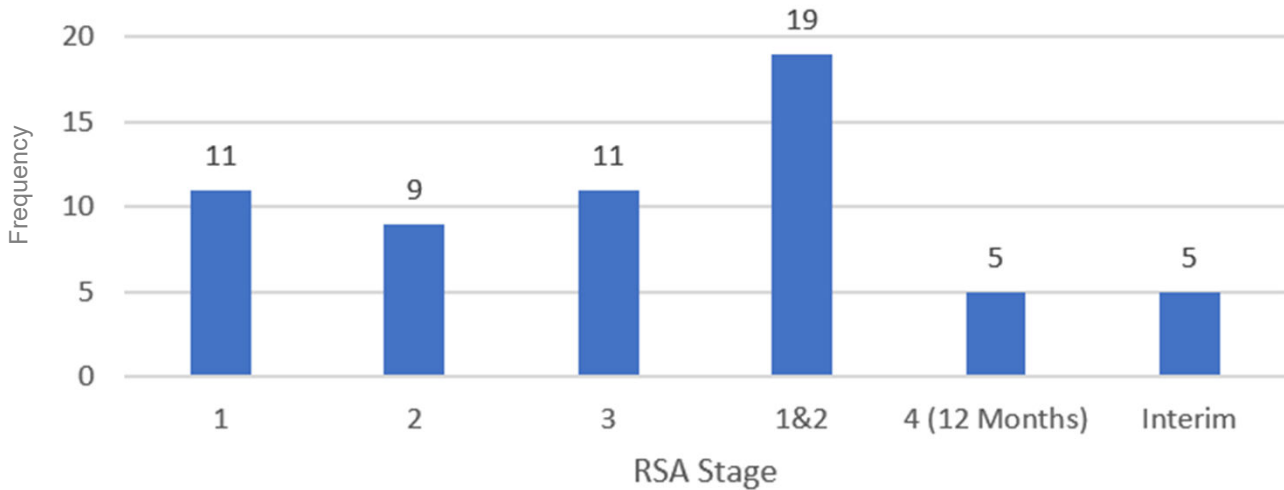


Figure 3 – Number of RSAs by stage submitted during this six-month period (Jan – June 2023) – review sample

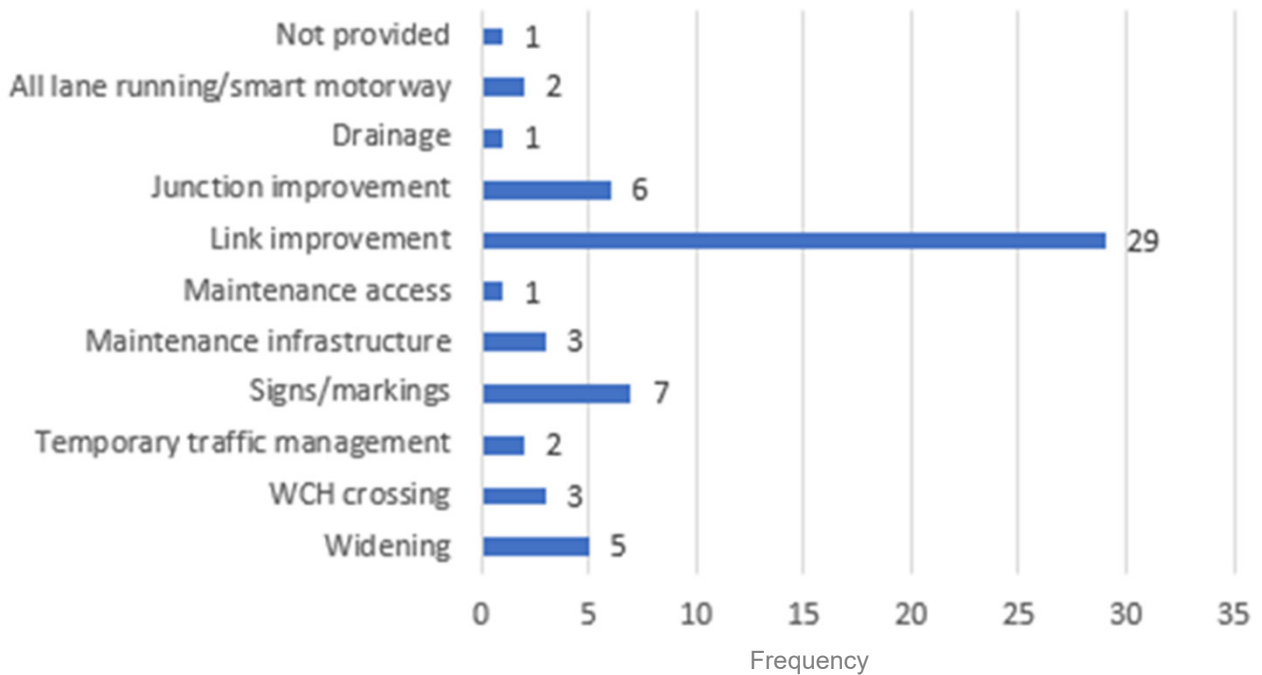


Figure 4 – Number of RSAs by scheme category submitted during this six-month period (Jan – June 2023) – review sample

Good practice

Based on the 60 RSAs reviewed in this sample, this section identifies areas of good practice.

Interim Audits – The sample included five Interim RSAs. These can help to identify road safety issues before construction has been finalised and can help to facilitate the prompt completion of any agreed actions.

See GG 119
clause 5.44 to
5.45.2

Stage 4 site visits by time of day -

Linking the time of the site visit to the time of safety issues identified in the collision data analysis was noted in some of the stage 4 RSAs.

See GG 119
clause 5.39.1

Areas for development

Based on the RSAs reviewed in this sample, this section aims to identify aspects that could be changed to align better with GG 119, or that could be improved so the RSA reports follow best practice.

Approval of the RSA brief and RSA

team - A number of the reports in the sample did not clearly define who supplied and approved the RSA brief and who approved the RSA team.

See GG 119
clause 5.13

Inviting the police and maintaining agent at RSA3 -

Various RSA reports did not clearly state whether the police and/or maintaining agent had been invited to the RSA site visits.

See GG 119
clause 5.42