

Road Safety Audit

May 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 May edition comprises a summary of RSAs undertaken in 2022 including a comparison to previous years and a review of RSA reports submitted to the National Highways inbox at roadsafetyaudit@nationalhighways.co.uk between October and December 2022 (inclusive).

Driving around large vehicles and HGVs

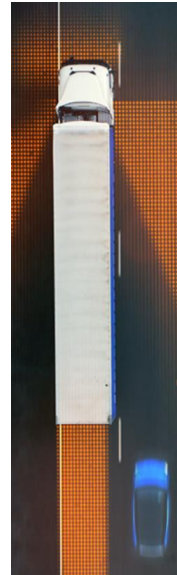
Large vehicles, such as heavy goods vehicles (HGVs) have zones of limited visibility and are considerably longer, heavier, and more powerful than standard vehicles. They also need more stopping distance.

A general rule is that if you're not able to see the truck's external mirrors, the driver can't see you. Remove yourself from zones of limited visibility by either overtaking, if safe, or by pulling back to where you can be seen.

There are three simple ways you can improve your safety when driving around HGVs and other large vehicles.

1. Stay visible
2. Pass quickly and safely
3. Give more space
4. Where possible, don't linger next to a HGV

For more information, visit: [Driving around large vehicles and HGVs - National Highways](#)



This newsletter includes:

- Areas for development
- Examples of Good Practice
- Summary of RSAs undertaken during 2022 and which were submitted to the National Highways inbox
- CPD opportunities

Scope

This review focuses on a sample of the total number of reports uploaded to the National Highways road safety audit database during the period October to December 2022. The objectives of the review are to encourage discussion on good practice and areas that need further development.

This review also looks back over the whole of 2022 and includes a comparison with RSAs undertaken during 2020 and 2021.

During the period October to December 2022 a total of 65 RSAs were submitted to the RSA inbox, all of which were carried out in accordance with GG 119.

The types of schemes covered by the submitted RSAs are shown in Figure below.

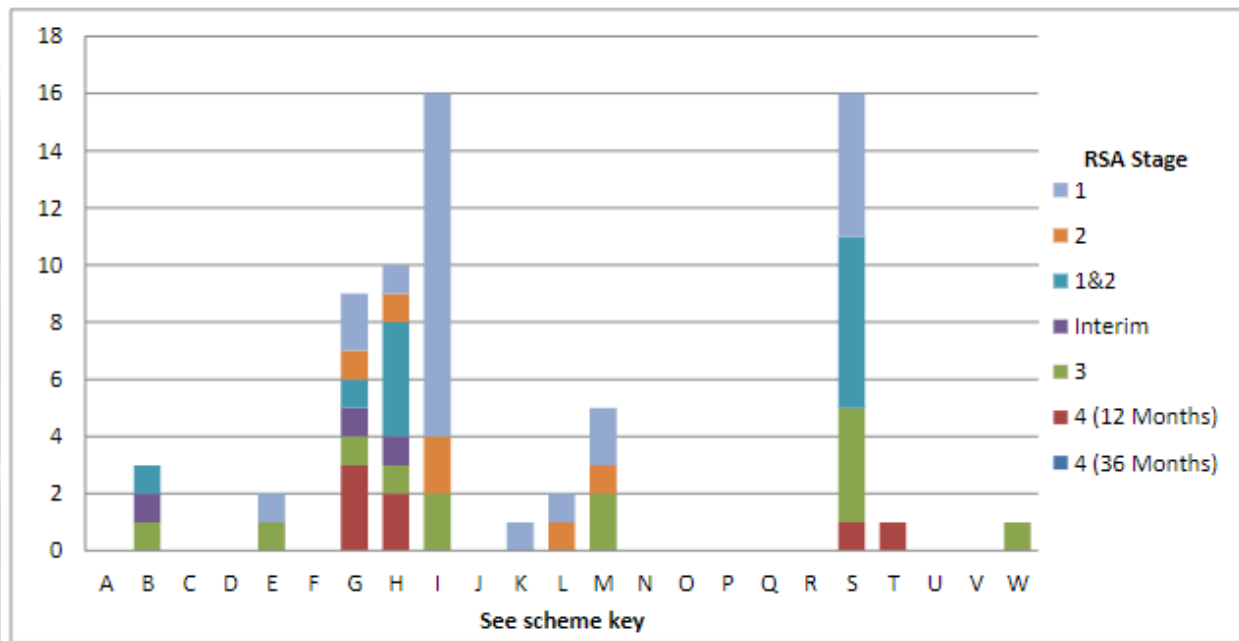


Figure 1 - RSAs by scheme type submitted during this 3-month period (October – December 2022)

Scheme Key			
A	All-Lanes-Running / Smart Motorways	M	WCHR Path / Way / Route
B	Bridge	N	Public Realm / Urban Regeneration
C	Bus Lane / Guided Bus	O	Public Transport Interchange / Hub
D	Conversion from Single to Dual Carriageway	P	Road / Access Closure or Feature / Facility Removal
E	Drainage	Q	Shared-Use (WCHRs & Traffic)
F	Enforcement Infrastructure / Cameras	R	Shared-Use (WCHRs 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	WCHR Crossing		

RSAs submitted by National Highways area

Figure 2 below illustrates all RSAs submitted to the RSA inbox between 1 October 2022 and 31 December 2022 by each National Highways area.

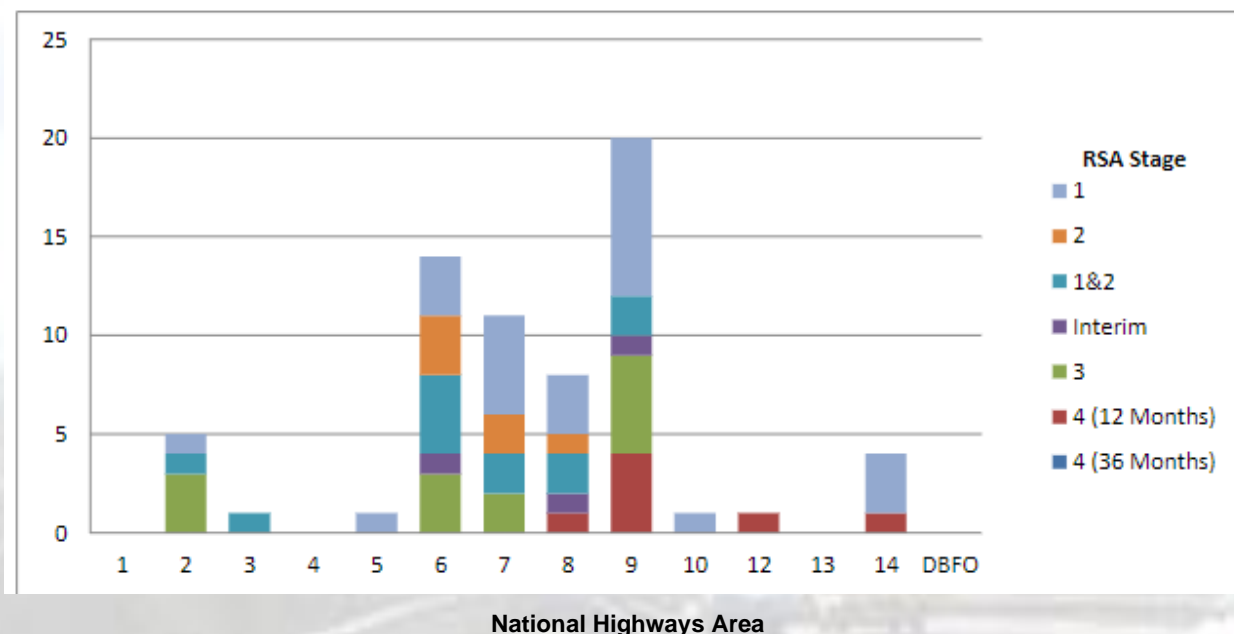


Figure 2 - RSAs submitted between 1 October 2022 and 31 December 2022 by National Highways Operational Area

Thirty-two per cent of the RSAs submitted during this period were from area 9. The RSAs undertaken in area 9 during this period included most stages of audit and the proportion of audits per stage was fairly typical, with no strong bias towards any particular stage.

The sample

Of the 65 reports submitted, 30 sample reports were selected for review. The list below details the numbers of each stage of RSA forming the study sample together with totals submitted for the 3-month period.

RSA Stage	No. included in sample
Interim	1 of 1 submitted
Stage 1	12 of 25 submitted
Stage 2	4 of 6 submitted
Combined Stage 1 and 2	6 of 11 submitted
Stage 3	4 of 13 submitted
Stage 4	3 of 7 submitted

Note: Two of the RSAs submitted to the database did not specify the stage of the audit

Good practice

Based on the RSAs reviewed in this sample, this section aims to identify areas of good practice.

1. Imagery to support problems raised

The Review Team noted the use of a combination of imagery from drive through footage, online mapping and photographs to help communicate problems.

See GG 119 clause 5.13 for details of what the RSA report shall include.

2. Use of control data in Stage 4 RSAs

Evidence of good use of control data in stage 4 RSAs was identified.

See GG 119 clause 5.38 for details of how road traffic collision data shall be analysed during a Stage 4 RSA.

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.

1. Misinterpretation of recommendation as an instruction

Some recommendations could be interpreted as instructions.

GG 119 clause 5.11 states "RSA recommendations including the words "consider" and "must" shall not be used".

2. Unclear actions resulting from recommendations made

Where recommendations are made to investigate a solution, it is unclear what action is required from the designer if the investigation does not support the proposal.

GG 119 clause 5.10 states "The RSA team shall provide proportionate and viable RSA recommendations to eliminate or mitigate the identified RSA problems".

In these instances, the recommendation should include additional actions that the designer should complete if the investigation does not support the proposal.

Summary of RSAs undertaken in 2022 and comparison to previous years

This section provides a summary of all the RSA reports submitted to the inbox which were carried out in 2022. The date the RSA was undertaken is taken from the date of the site visit. Where no site visit was undertaken or recorded (because of the Covid-19 pandemic restrictions or for any other reason) the RSA team signature date has been used. The date that RSAs were submitted to the inbox during the 12-month period has not been considered as this would include late submissions of historic RSAs.

The National Highways RSA database indicates that 348 RSAs undertaken in 2022 were submitted to the inbox, although it is recognised that this may not be all the RSAs carried out during this period. Figure 3 illustrates these RSAs by stage along with the comparative data for 2021 and 2020. For clarity and brevity, within the following paragraphs of this section, 'undertaken' should be interpreted as meaning those RSAs undertaken within the year specified and also submitted to the RSA inbox.

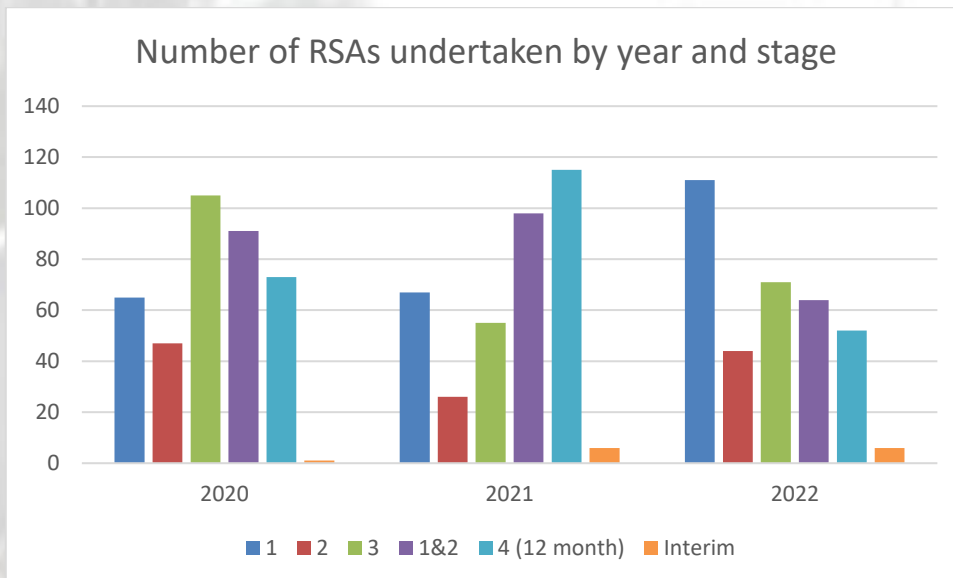


Figure 3 - RSAs undertaken by year and stage

Over the three-year period 2020 to 2022, the total number of RSAs submitted has continued to show a gradual decrease from 382 in 2020 to 367 in 2021 and 348 in 2022. The most notable changes over the three-year period are the reduction in combined stage 1 and 2 RSAs and the increase in the number of stage 1 RSAs. In addition, compared with those undertaken in 2021, the number of stage 2 RSAs in 2022 increased by 69% and the number of stage 4 RSAs decreased by 55%. These trends could suggest that combined stage 1 and 2 RSAs are now being used more appropriately.

Stage 1 RSAs

One hundred and eleven stage 1 RSAs were undertaken between January and December 2022 in comparison to 67 undertaken in 2021 and 65 in 2020. This shows that the number of stage 1 RSAs remained largely the same between 2020 and 2021 but has increased by 66% in 2022 compared to 2021.

Stage 2 RSAs

The total number of stage 2 RSAs undertaken in 2022 was 44 in comparison to 26 undertaken in 2021 and 47 in 2020. The number of stage 2 RSAs has therefore fluctuated over the last 3 years, with the total number undertaken in 2022 similar to those undertaken in 2020.

Combined stage 1 and 2 RSAs

Sixty-four combined stage 1 and 2 RSAs were undertaken between January and December 2022 in comparison to 98 undertaken in 2021 and 91 in 2020. This indicates a decrease of 35% in 2022 compared to 2021, suggesting that combined stage 1 and 2 RSAs may be being applied more appropriately in accordance with the wording in GG 119.

KEY REMINDER:

The May 2022 edition of this newsletter included a review of all combined stage 1 and 2 RSA reports submitted to the National Highways inbox and undertaken in 2021.

Stage 3 RSAs

A total of 71 stage 3 RSAs were undertaken between January and December 2022 in comparison to 55 undertaken in 2021 and 105 undertaken in 2020.

Stage 4 RSAs

A total of 52 stage 4 RSAs were undertaken in 2022, 115 in 2021 and 73 in 2020. Although this is unlikely to represent all stage 4 RSAs being carried out, it does indicate that the annual number of stage 4 RSAs fluctuates over the three year period and that there was a 55% reduction in 2022 compared with 2021. Further analysis of the stage 4 RSA reports is likely to feature in a future newsletter to better understand the way in which stage 4 RSAs are being undertaken.

Effects of Covid-19

Figure 4 shows the total number of RSAs at each stage, undertaken during each quarter of 2020, 2021 and 2022.

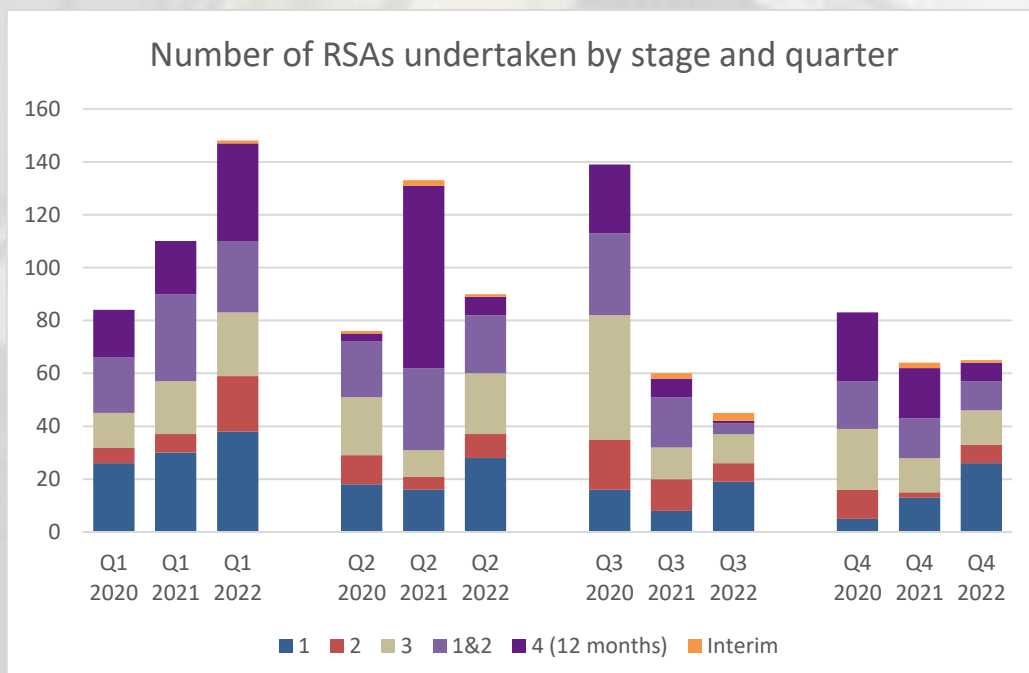


Figure 4 - RSAs undertaken in 2020, 2021 and 2022 by stage and quarter

It should be noted that the pandemic may have had an impact on the number of RSAs undertaken during 2020 and 2021 compared to the 2022 data.

Continuing professional development

KEY REMINDER:

Examples of organisations offering online resources suitable for CPD include:

The Chartered Institution of Highways and Transportation (CIHT)

<https://www.ciht.org.uk/>

The Society of Road Safety Auditors (SoRSA) <https://www.ciht.org.uk/sorsa/>

The European Transport Safety Council (ETSC) <https://etsc.eu/>

The Parliamentary Advisory Council for Transport Safety (PACTS) and Road Safety GB <https://www.pacts.org.uk/>