

Road safety audit newsletter

December 2023

This newsletter provides road safety auditors, designers and other road safety professionals with an update on current road safety audit related issues together with a review of Road Safety Audits (RSA) sent to the Road Safety Audit Inbox.

This December edition comprises a summary of a sample of RSAs undertaken in 2023 and submitted to the National Highways inbox between July and September 2023 (inclusive).

The inbox address is roadsafetyaudit@nationalhighways.co.uk

New guidance

The European Transport Safety Council (ETSC) published a report last month which examines road safety from the older persons point of view. The report looks at the most recent data regarding road deaths among older people and assesses the road safety of older individuals compared to the general population. The report explores key measures aimed at reducing risks for older road users, encompassing strategies that address behaviour, infrastructure, and vehicle safety. Alongside considerations for older car drivers, such as fitness to drive and training, part two of the report also scrutinises ways to enhance the safety of older cyclists and pedestrians. According to the findings within the report, measures like reducing speed limits, implementing 30km/h zones and maintaining high-quality footpaths all play pivotal roles in enhancing road safety for older individuals.



Scope

This review includes a summary of all the RSA reports submitted to the National Highways RSA inbox during the period 1 July to 30 September 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 74 RSAs submitted to the RSA inbox between July and September 2023 by National Highways area. Area 9 submitted over 20% of the RSAs.

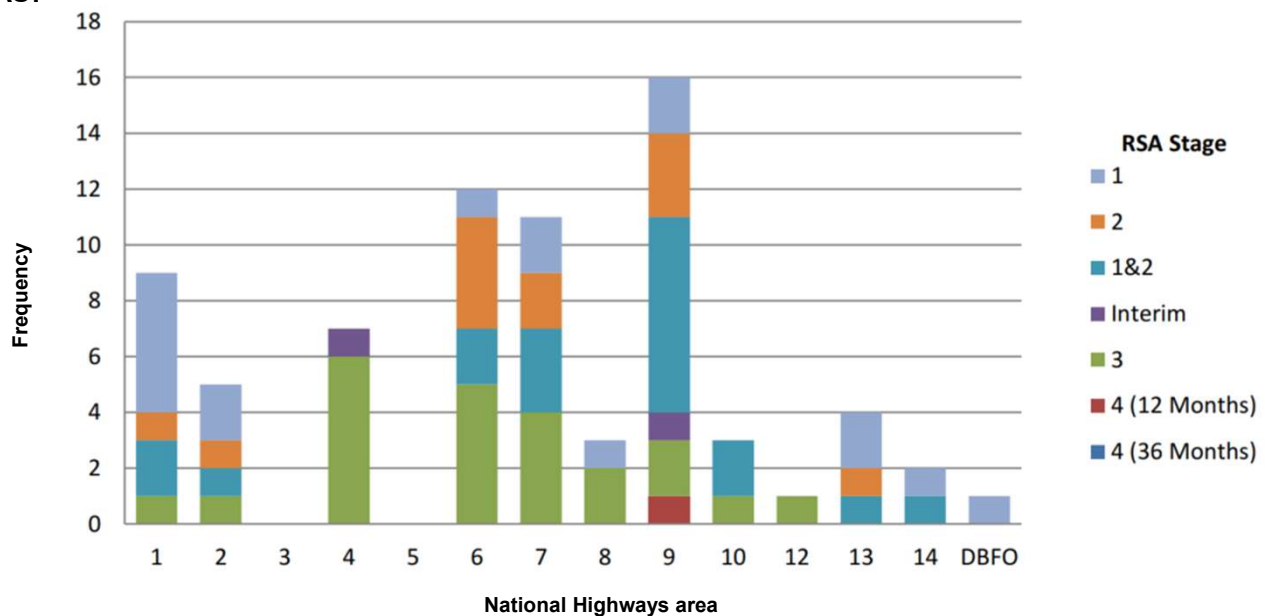


Figure 1 – Number of RSAs by National Highways operational area (July – September 2023)

Of the 74 RSAs submitted during this period 25% were combined stage 1&2 RSAs. This is 3% more than the previous quarter (22%) and 7% more than the total number of combined stage 1 & 2 RSAs submitted in 2022 (18%).

RSA stage	Number
1	17
2	12
Combined 1 & 2	19
3	23
4	1
Interim	2

RSAs by stage and scheme type

Figure 2 below illustrates all 74 RSAs submitted to the RSA inbox during the three-month period July to September 2023 by stage and scheme type. Nearly 45% were maintenance infrastructure schemes.

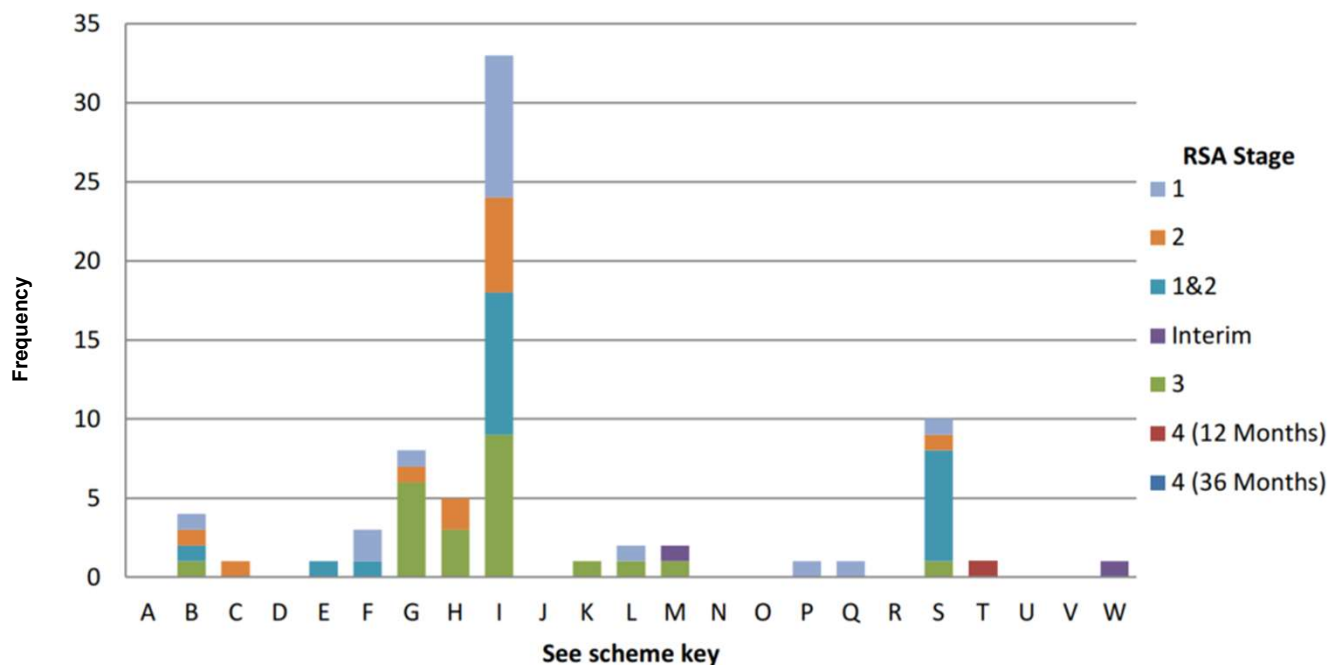


Figure 2 – Number of RSAs by stage and scheme type (July – September 2023)

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 July to September 2023. During this period, a sample of 30 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.

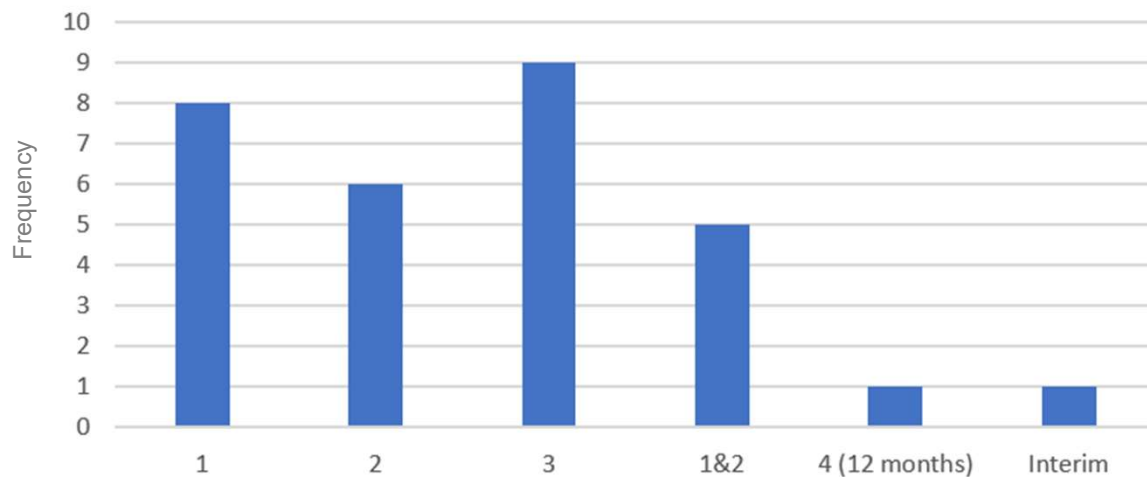


Figure 3 – Number of RSAs by stage submitted during this three-month period (July – September 2023) – review sample

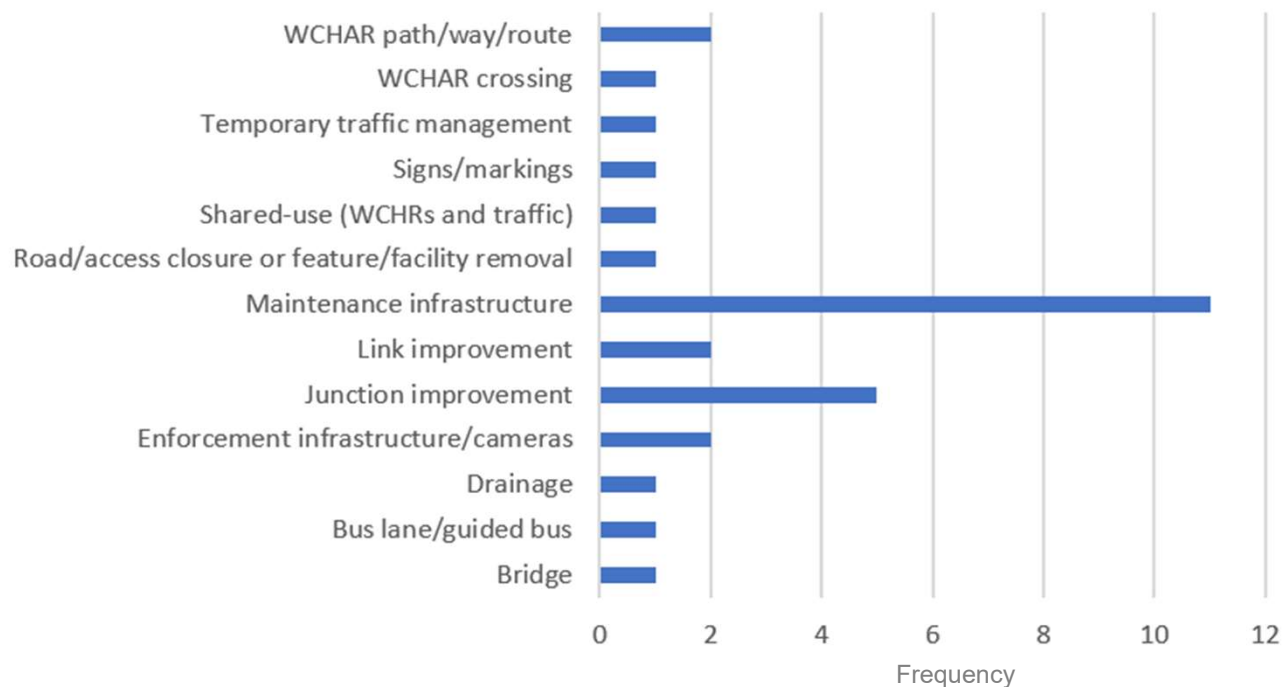


Figure 4 – Number of RSAs by scheme category submitted during this three-month period (July – September 2023) – review sample

Good practice

Based on the 30 RSAs reviewed in this sample, this section identifies areas of good practice.

Combining stage 1 and 2 RSAs

One of the combined stage 1 and 2 RSA reports provided very clear justification for combining the stage 1 and stage 2 RSA. Clause 5.17.2 specifically states that combining stage 1 and 2 RSAs is permitted '*where preliminary design has not been undertaken.*'

**See GG 119
clause 5.17.2**

Inclusion of photos

Many of the RSA reports included photographs and to a lesser extent drawing extracts to help illustrate specific problems. This can be very helpful, clearly identifying to the designer where a problem is located within a scheme.

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.

Writing RSA problems

Several of the reports in the sample included problems that did not refer to a likely collision type or road user injury outcome.

**See GG 119
clause 5.8**

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**