

# Road safety audit newsletter

June 2024

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 a sample of RSAs submitted to the National Highways inbox between January and March 2024 (inclusive).

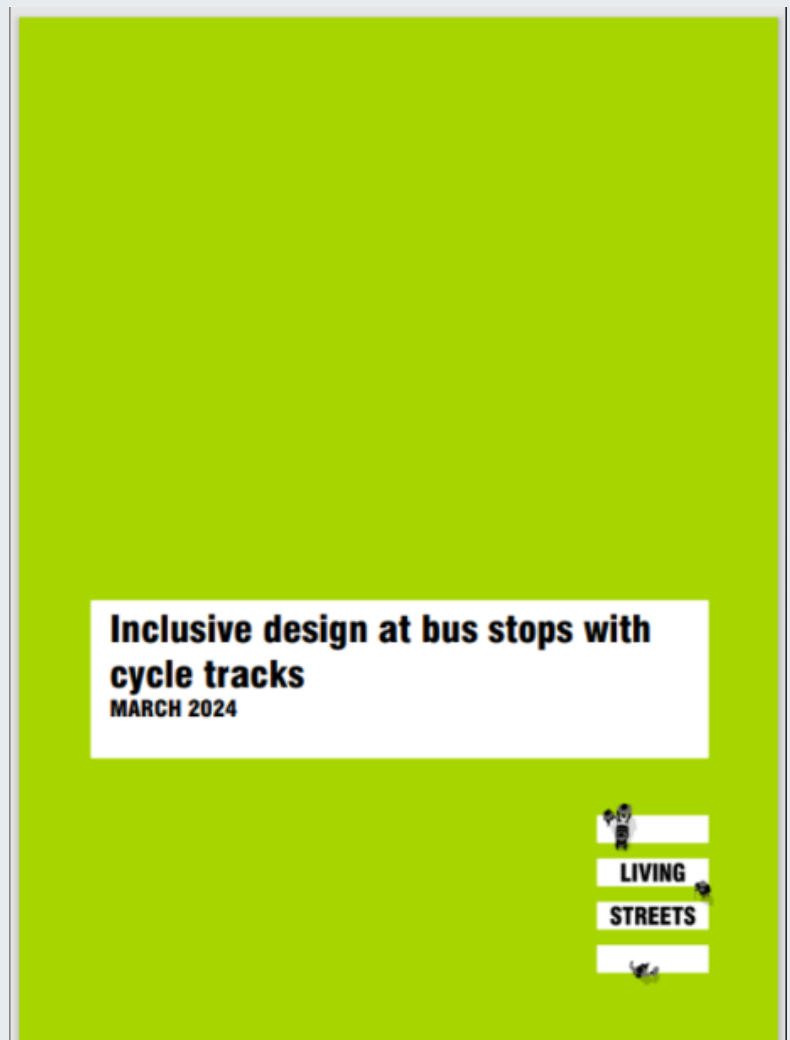
The inbox address is [roadsafetyaudit@nationalhighways.co.uk](mailto:roadsafetyaudit@nationalhighways.co.uk)

## New guidance

A research report published in April 2024 explores the effects of 'bus stop bypasses', and other arrangements involving a bus stop and cycle track, on pedestrians. It focuses on questions about the accessibility of streets and the effects of this infrastructure on disabled people.

'Bus stop bypasses' involve continuing a cycle track at a bus stop to maintain the separation of cyclists from motor traffic, enhancing the safety of cycling as a mode of transport. However, the research finds that the need to cross a cycle track can disadvantage some pedestrians, particularly if they are blind or partially sighted.

The research concludes that work is needed to bring disabled people and designers together to identify the reasonable adjustments that are needed on the grounds of equality. It also recommends that design guidance should be revised, and local authorities work to understand which cycle tracks are likely to provide issues.



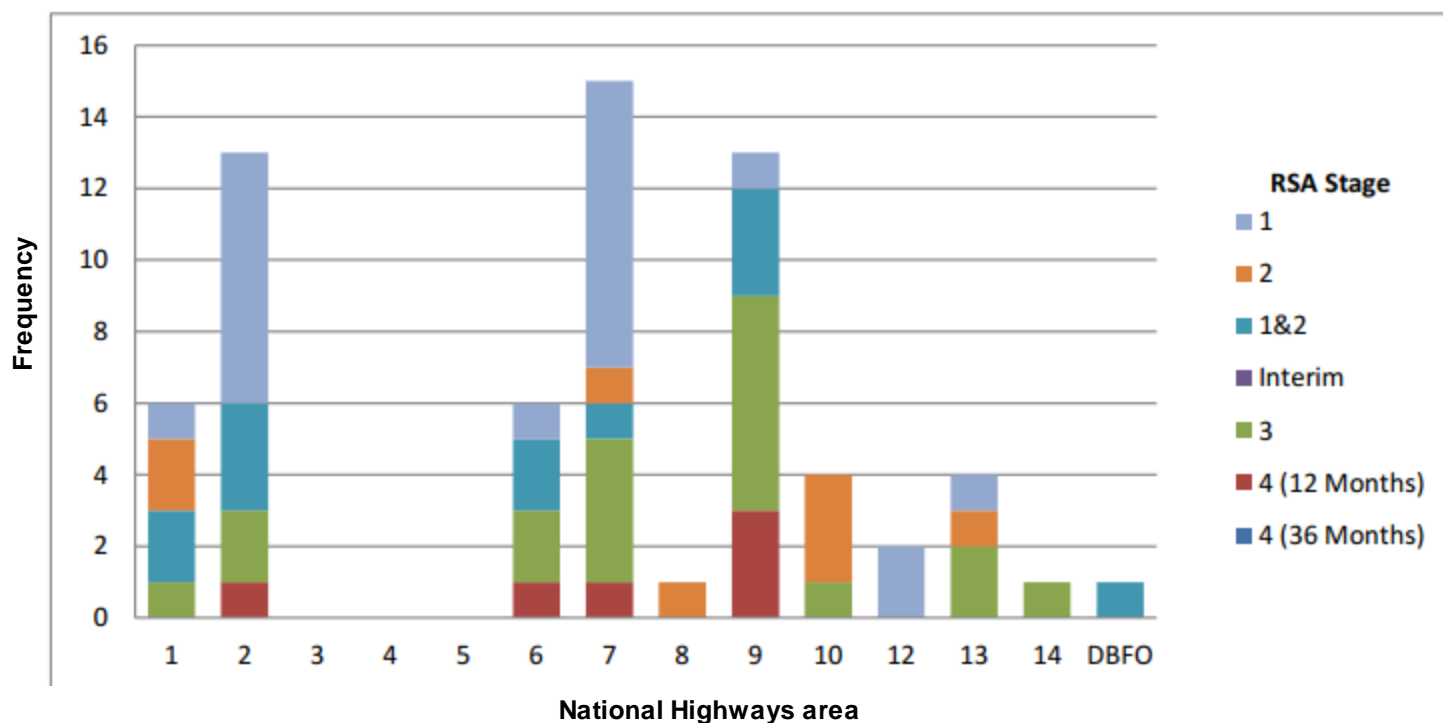
# Scope

This review includes a summary of all the RSA reports submitted to the National Highways RSA inbox during the period 1 January to 31 March 2024 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 68 RSAs submitted to the RSA inbox between January and March 2024 by National Highways area.

62% of the RSAs submitted this quarter were made up of RSAs submitted by Area 2 (19%), Area 7 (22%) or Area 9 (21%).



**Figure 1 – Number of RSAs by National Highways operational area (January to March 2024)**

Of the 68 RSAs submitted during this period, 60% were made up of stage 1 (21) and stage 3 (20) RSAs.

RSA stage	Number
1	21
2	9
Combined 1 & 2	11
3	20
4	6
Interim	1

# RSAs by stage and scheme type

Figure 2 below illustrates all 68 RSAs submitted to the RSA inbox during the three-month period between January and March 2024 by stage and scheme type. 59% were maintenance infrastructure (33%) or signs/markings (26%) schemes.

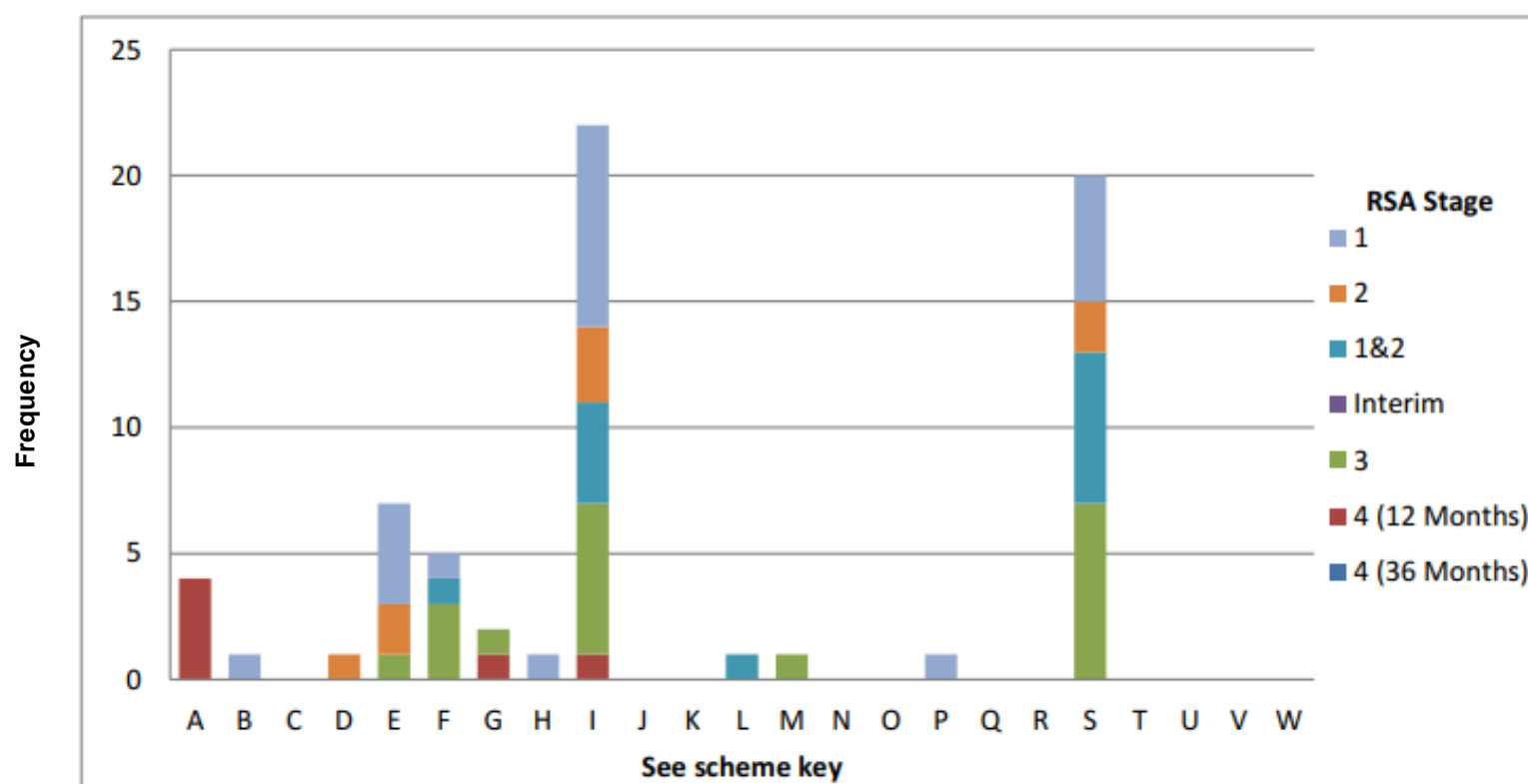


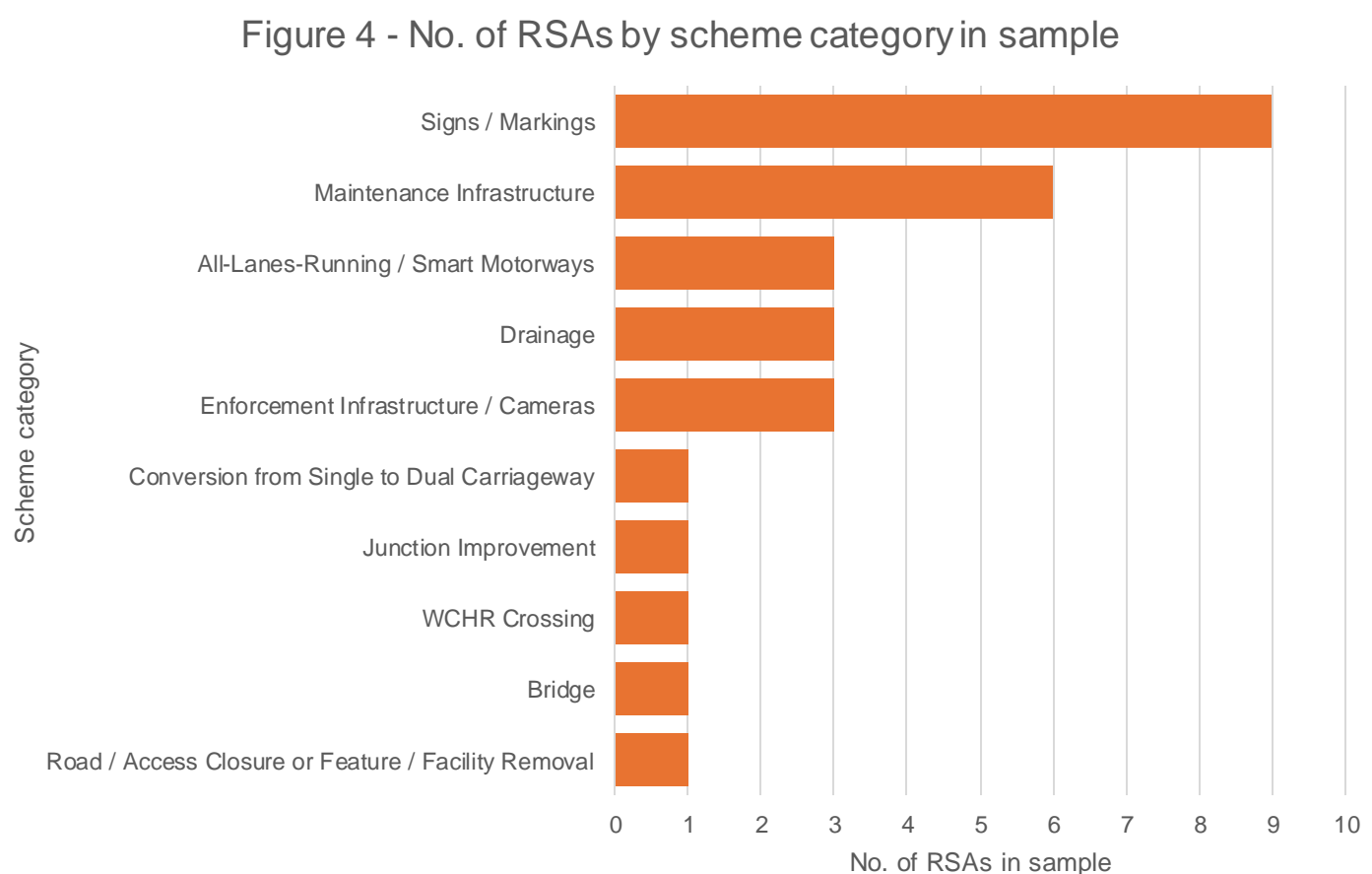
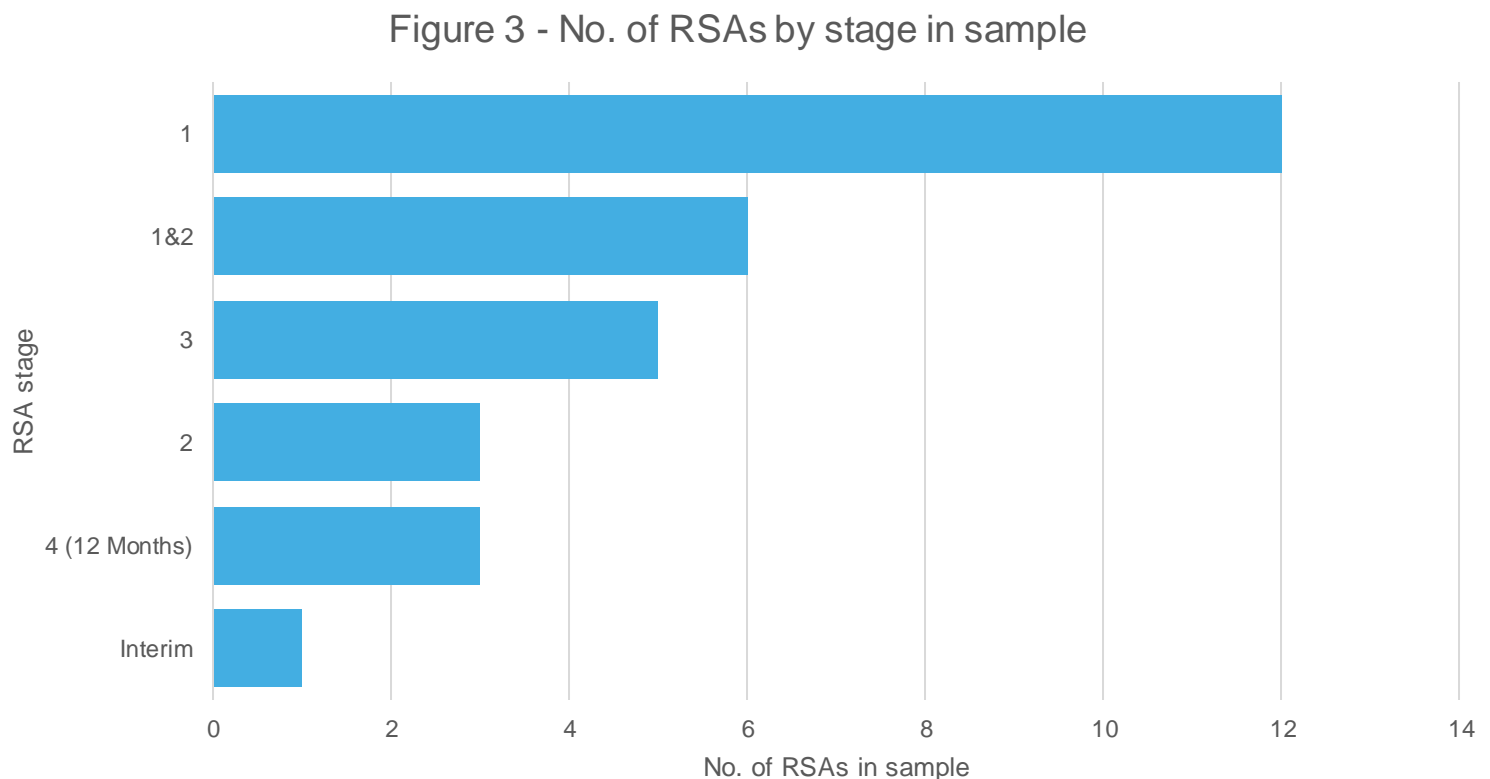
Figure 2 – Number of RSAs by stage and scheme type (January to March 2024)

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

# 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 March 2024. 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 stages of these RSAs are shown in Figure 3 and the types of scheme in Figure 4 below.



# Good practice

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

## Use of supporting information

Some RSAs in the sample made good use of photographs, drawing extracts and other information which was useful to support the problem text. GG 119 states RSA reports shall include *"a location plan based on the scheme plan(s), marked up and referenced to problems and if available, photographs of the problems identified"*.

## Clarity of problem descriptions

Many of the problems and recommendations included in the RSAs were clear and concise. GG 119 states "The RSA report shall contain a separate statement for each identified RSA problem describing the location and nature of the problem and the type of collisions or road user injuries likely to occur as a result of the problem".

**See GG 119  
Clauses 5.13  
and 5.8**

# 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.

## Scope of the RSA

More than one RSA in the sample included a problem which related to road worker safety. GG 119 states that *"RSA does not cover health and safety issues concerning road workers during the construction, maintenance and operation of the road"*.

**See Clause 5.1  
Note 4 and  
Clause 5.13 in  
GG 119**

## Use of a Location Plan

Some of the RSAs in the sample either did not include a location plan or included problems which were not marked on the plan. GG 119 states that *"RSAs shall include a location plan based on the scheme plan(s), marked up and referenced to problems and if available, photographs of the problems identified"*.