

Road safety audit newsletter

November 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 November edition comprises of a review of a sample of RSAs submitted to the National Highways Road Safety Audit inbox between July and September 2024 (inclusive).

The inbox address is roadsafetyaudit@nationalhighways.co.uk

Driving on smart motorways

Around 10 per cent of the motorway network is now made up of smart motorways. So, it's important to know what to do in an emergency:

- Go left. Leave at the next junction or service area if you can. If that's not possible, move left onto the hard shoulder or nearest emergency area.
- Don't put out a warning triangle or try to repair your vehicle yourself.
- If you can, get yourself and any passengers out of the vehicle via the passenger door, and get behind the safety barrier where there is one, and if it is safe to do so, and on to the verge.
- If you're on a verge be aware of any unseen hazards such as sudden drops, uneven ground or debris.
- Keep clear of your vehicle and moving traffic at all times. If you don't, moving traffic could collide with your vehicle, forcing it into you and your passengers.



Visit [Driving on motorways - National Highways](#) for more information.

Commonly identified issues

The below issues are regularly identified in RSA reports from the sample each quarter.



Lack of justification for combining Stage 1 and 2 Road Safety Audits.



No details of who supplied the RSA brief, who approved the RSA brief and who approved the RSA team.



Insufficient details of who was present at the site visit.



Inclusion of single problems which contain several sub-problems leading to multiple recommendations which may be difficult for designers to comply with.

We would ask that all Road Safety Auditors ensure compliance with GG 119, updating any templates that are used to support RSA report preparation as necessary.

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 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 53 RSAs submitted to the RSA inbox between July and September 2024 by National Highways area. Thirty Five percent of the RSAs submitted this quarter were submitted by Area 2 [10] and Area 9 [9].

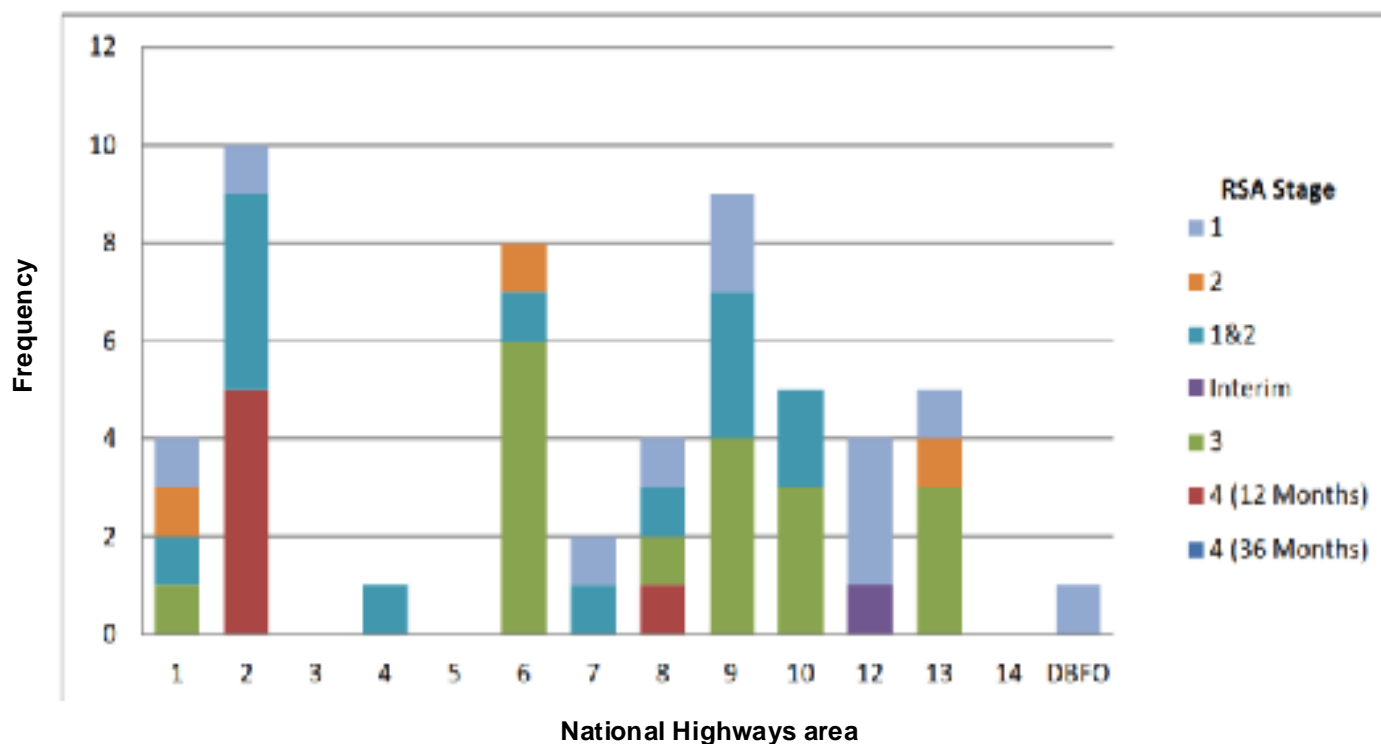


Figure 1 – Number of RSAs by National Highways operational area (July to September 2024)

Of the 53 RSAs submitted during this period, 60% were Combined 1 and 2 RSAs [14] and stage 3 RSAs [18].

RSA stage	Number
1	11
2	3
Combined 1 & 2	14
3	18
4	6
Interim	1

RSAs by stage and scheme type

Figure 2 below illustrates all 53 RSAs submitted to the RSA inbox during the three-month period between July and September 2024 by stage and scheme type. Analysis of the submitted audit reports revealed that a significant proportion (30% of the total) related to maintenance infrastructure schemes (16).

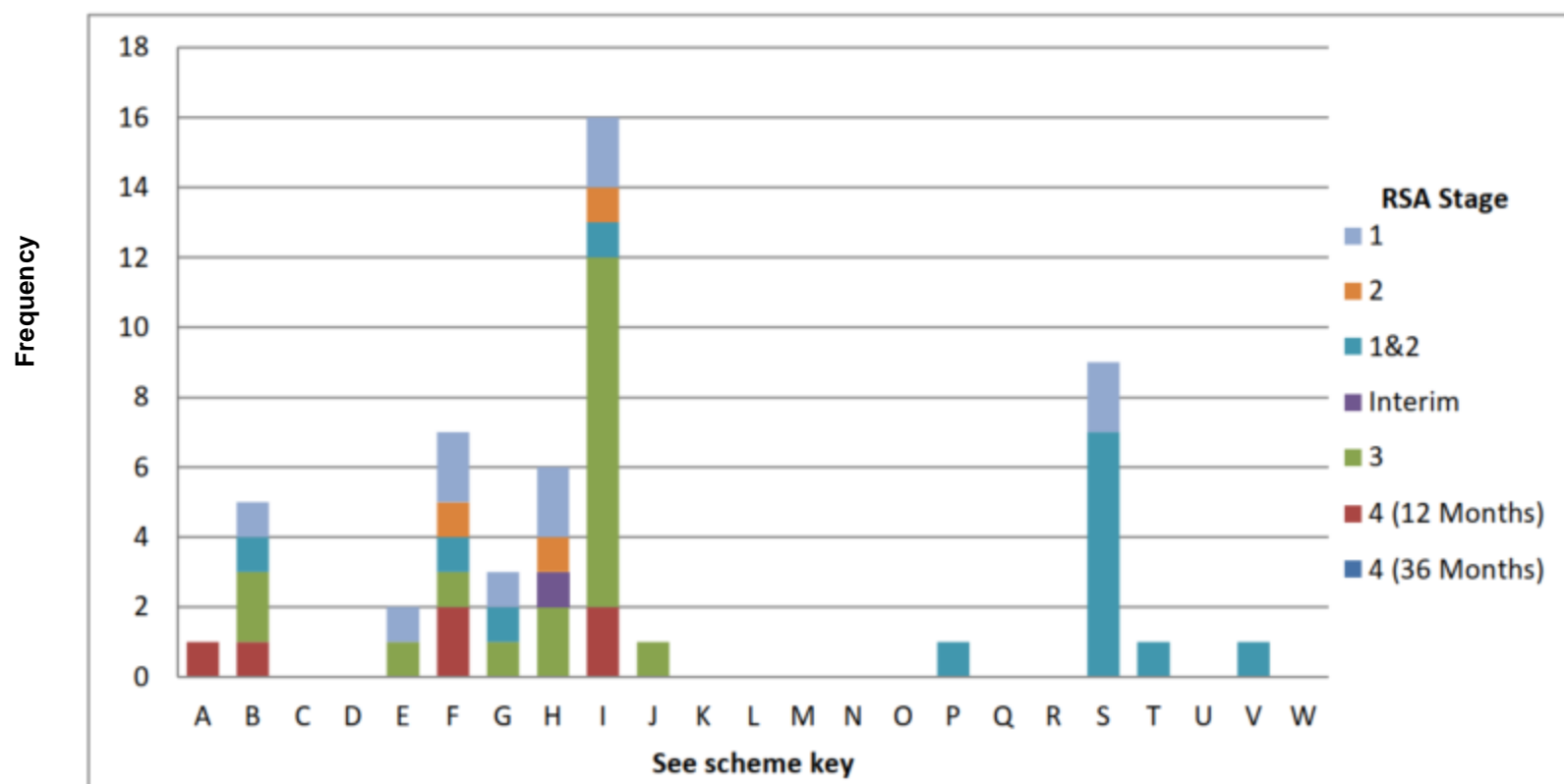


Figure 2 – Number of RSAs by stage and scheme type (July to September 2024)

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 the RSA reports uploaded to the National Highways road safety audit database during the period July to September 2024. A sample of 30 RSAs submitted to the RSA inbox during this period has 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.

Figure 3 - No. of RSAs by stage in sample

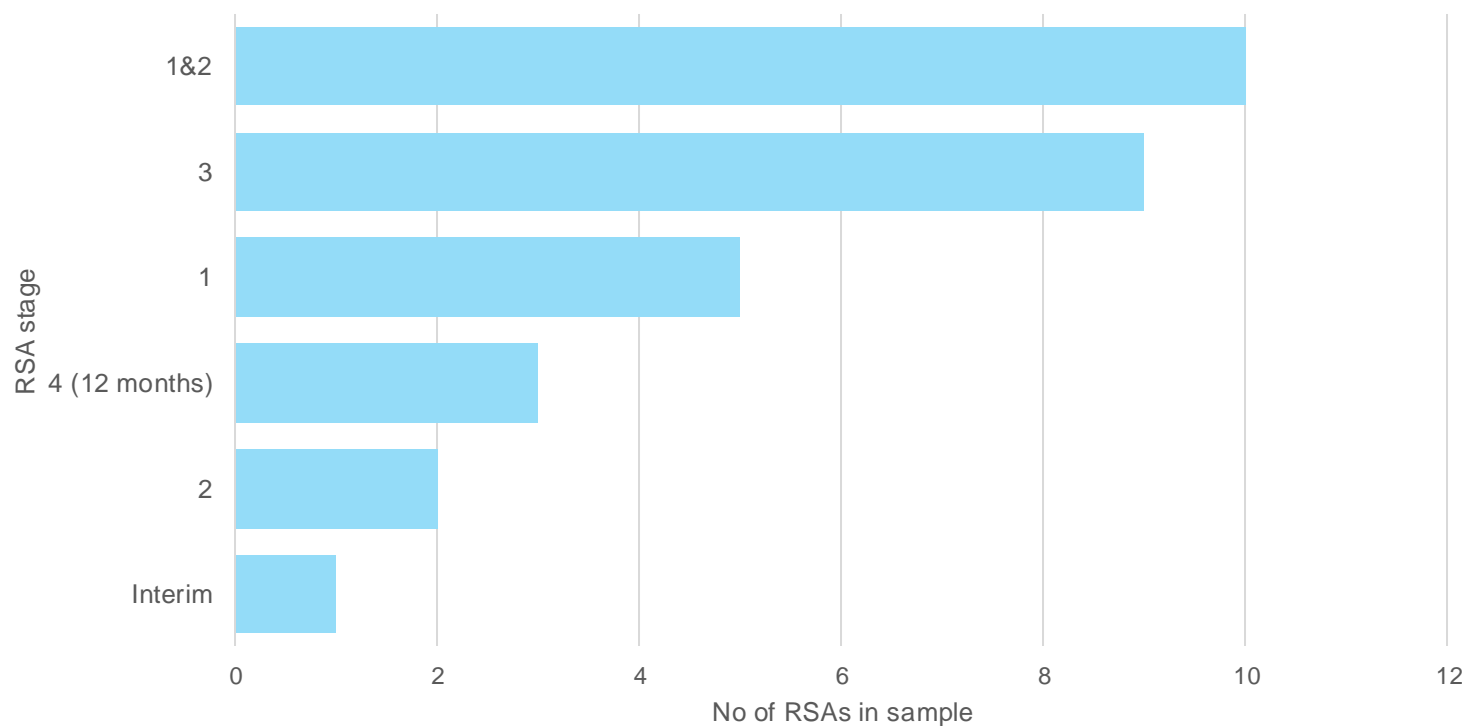
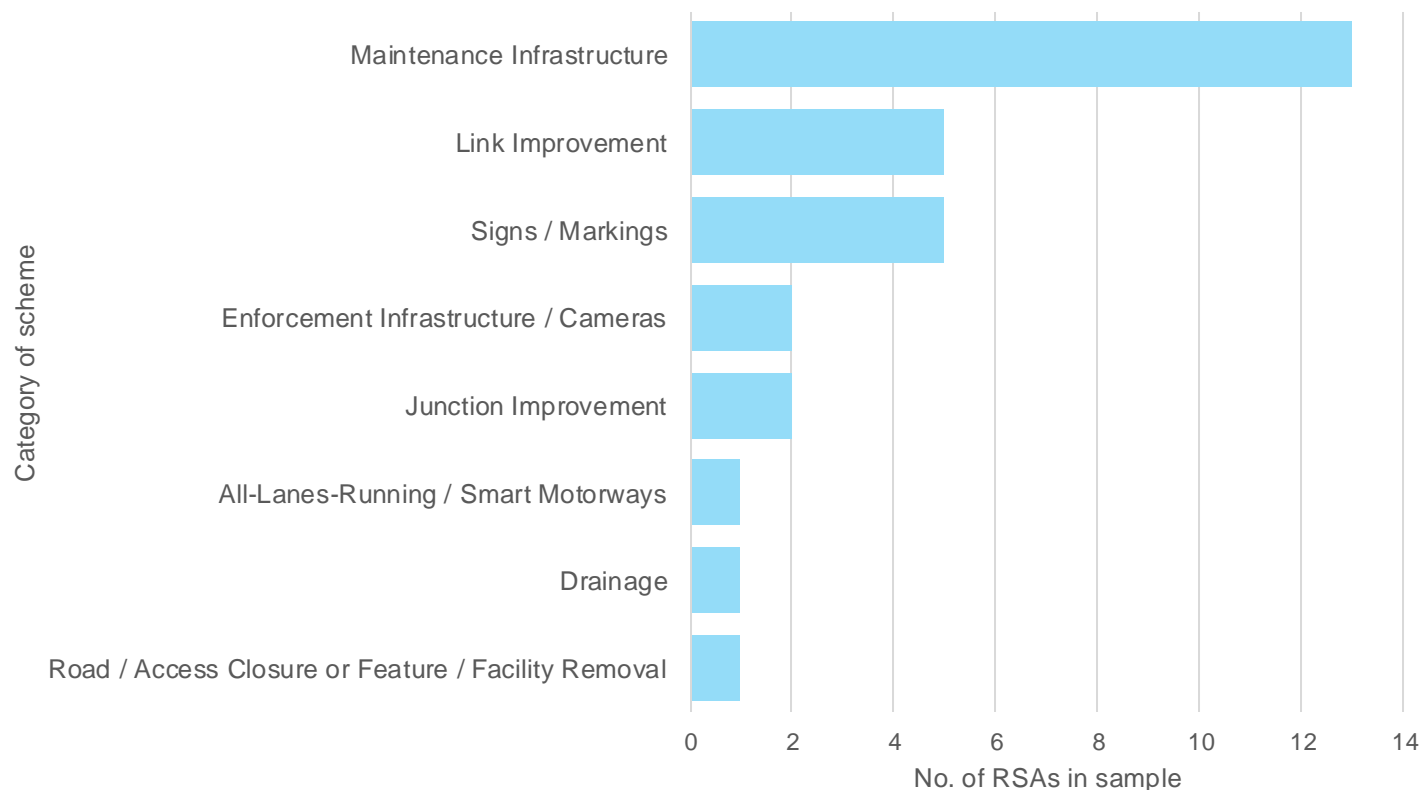


Figure 4 - No. of RSAs by scheme category in sample



Good practice

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



Location Plan

There were RSAs in the sample which were noted to have included useful scheme location plans within the introduction.



Use of imagery

Most of the RSAs in the sample utilised images (particularly photographs captured on site) in a way which supported the text well.

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.

Multiple problems for one identified issue

The sample included a report which included three identical problems that occurred at different locations and so could have been combined into a single problem. All three problems had the same recommendations. Whilst this represents only a small percentage of the sample in this instance, it is a recurring issue.

Combined Stage 1 and 2 RSAs

Six of the ten combined stage 1 & 2 RSAs in the sample failed to justify why a combined RSA was undertaken. In one RSA the scheme was to replace a whole bridge structure, so it seems unlikely that no concept/preliminary design would have been undertaken.

Stage 3 RSAs

Five of nine stage 3 RSAs in the sample did not record whether the police and/or the maintaining agent were invited to the site visit. One stage 3 report noted that a previous RSA3 was undertaken on the scheme but did not detail whether any problems were raised. There was no mention in the report of RSAs having been undertaken prior to the Stage 3.