

Appendix I2 – RSA – Guidance for designers requesting a RSA

Road Safety Audit - Guide for Designer based on [GG119 Road Safety Audit](#)

Audit Stage	Stage 1	Stage 2	Stage 3	Stage 4
Description of Stage	Completion of Preliminary Design	Completion of Detailed Design	Completion of Construction	Post Opening Monitoring
Requirement Scope	Does the scheme require an audit? If NOT , keep a file note to the effect that the scheme is considered exempt from the safety audit process (e.g. no impact on road user behaviour, no changes that would adversely affect the outcome of a crash). Audit requests <u>must</u> include a brief (see below) and the designer <u>must</u> respond to the subsequent audit report. Any subsequent changes made or actions taken as a result of the audit should be recorded / agreed in writing.			Initially, an analysis of 12 months worth of validated road traffic collision data (post completion of construction) in the vicinity of the site is carried out. Only if this analysis shows there have been recorded accidents is a Stage 4 audit carried out. The auditors will aim to determine why these accidents are occurring and if there is a pattern of accidents which is higher than or more severe than would otherwise have been expected relevant to control data. It should identify any post-opening road traffic collision problems. Due to the fact that there is a 3 to 6 month time lag between the accident and validated data being available this audit may take place up to 18 months after scheme completion. There is no longer a specific requirement to carry out a Stage 4A (36-months post construction) safety audit.
Out of scope of Audit	A road safety audit is: NOT a technical check on the design, NOT a check that the design complies with particular standard(s), NOT a check that the scheme has been constructed in accordance with the design /standards, NOT a check on structural safety, and NOT a check on health and safety issues for road workers during construction, operation or maintenance.			
Audit brief requirements	Briefs are required to detail: the extent of what needs to be audited, a short scheme description, objectives, budget costs and start/finish dates (if known), design standards used plus any proposed departures from standards, traffic flows, design speed used, pedestrian/cycle desire lines, environmental constraints (SSSI etc.), other external factors (nearby SCPs, major events etc.), copies of previous audits and responses, list of documents/drawings supplied, date required			
Scheme Stage / Timing	Stage 1 – ideally before any TROs or other orders are advertised, before any TAG approval. This audit may be combined with Stage 2 .	Stage 2 – detailed aspects of design are complete and prior to commencement of construction. If relevant, design to include details and locations of direction signs, lighting columns, pole locations and signal timings.	Stage 3 – a detailed look at construction on site, ideally before commissioning and/or roads opened to road users. Stage 3 Audits will include night time visits to look at aspects of the scheme during hours of darkness	
Scheme features likely to be audited or considered	Checklist of features likely to be audited (NOT exhaustive list): Horizontal/vertical visibility/alignment, interface with existing highways, cross-sections, drainage, landscaping proposals, utility apparatus/access/servicing, adjacent sites/private access, carriageway skid resistance, potential future schemes, network management issues, vulnerable road user needs, unusual features, all junction types, pedestrian/cycle facilities, signage/VMS, streetlighting, pole/column locations, signal intervisibility, road markings, any specialist equipment being installed or trialed, speed limit changes, climatic or environmental considerations.			