

Newsletter

Issue 31 - July 2018

From the Chair

SoRSA Conference 2018

All the places at the conference have now been sold but we will be pleased to add you to the waiting list in case we get any cancellations.

Wow! What a conference we had in Birmingham with the new layout we limited attendees to 175 and had no problem filling seats. An excellent range of topics and workshops really got people involved and we hope to continue this. Regrettably, after 11 years at Birmingham, and everyone preferring that location, we have had to move both the date and venue for next year so make a note:



SORSA 2019 conference will be at Radisson Blu Manchester Airport 17&18 June 2019

Now that we are approaching summer the committee can relax – a little. Annual Reviews are completed and as always there has been a flurry of activity leading up to the deadlines as people leave it to the last minute to submit their reviews. My thanks to all those involved in the task of processing these reviews. It is no easy task. Regrettably, the quality of submissions this year has been declining and required requests for additional information. This is not something that is unique to SoRSA. Highways England have also expressed similar concerns over the quality of audit reports.

One of the key reasons for establishing SoRSA in the first instance was to raise the quality and profile of road safety audit as a profession. It is individual auditors that are the face of the profession. SoRSA is merely attempting to maintain a standard. The evidence is that we need to be harder on submission to maintain that standard. The future lies in your hands!

To help in maintaining – and possibly raising- that standard we are continuing developing RSA guidance to compliment HD19 (when it finally gets revised) and undertaking more FREE! regional events to promote quality auditing. This is for your benefit. None of us is above learning a bit more to improve our personal and professional skills.

Clearly, the committee still has something to learn as the proposed changes to the constitution were not approved by the membership at the AGM – so we will give this some more thought and revise the proposals before re-submitting for your consideration. Thanks to all who attended and contributed.

Have a good summer!

Regards

John Barrell

Chair 2017-19 SoRSA@CIHT.org.uk

SoRSA Conference 2019

Just when you had worked out which exit from New Street station to use!

Yes, unfortunately, despite the best efforts of Aldercross, the Crowne Plaza can't fit us in next year and so the 2019 SoRSA conference will be held on Monday 17th and Tuesday 18th June at the Radisson Blu, Manchester Airport.

The Airport's transport interchange (The Station) is a few minutes' walk from the hotel (under cover). This gives delegates multiple options as they may arrive by bus, coach, air or rail and use the skylink directly into hotel reception; there is also a car park for those planning to drive to the event.

The good news is venue is larger so there should be no limit on the number of delegates. Watch this space for more details



From the Membership Secretary

While the annual review may seem a long way away at the moment these are some of the more common issues noted by reviewers which, if followed will assist in a smoother passage next year.

- SoRSA will remember to confirm receipt of the Reviews.
- Despite the email address for submission of the Reviews being in LARGE red font on the form, many were submitted to CIHT Membership. This delays the receipt of them.
- Please complete the form correctly. Many missed out details that are useful to the Review Panel when checking through the submission.
- We ask for a minimum of 5 Road Safety Audits to be listed – please take the hint – the Review Panel do not have the time to read through a long list. If you want to show how many you have completed, please summarise them. It would also help if you highlighted the RSA report(s) you have submitted on the list of audits supplied, plus some details on the scheme and the problems raised.
- No potential crash type is identified for any of the problems. Although it can be seen what type is likely, the auditor MUST include this, as per HD 19/15.

- If abbreviations such as RDR are to be included in the report and, in this case, also in the title that, like all properly annotated documents, there is an explanation of the abbreviation. It took me 10 minutes to figure out that RDR stood for radial distributor road (Note, no capitals).
- No mention was made as to who approved the Audit Team.
- No mention of the Overseeing Organisation.
- No mention of who the Project Sponsor was.
- Use of multiple recommendations – potential for Exception Reports for any not taken up by the Design Team.
- No times between which the site visit was made.
- No site visit mentioned.
- Unnecessary information, such as collision data and/or traffic flow data (over and above the level of traffic during the site visit) within the report.
- Not all Problems had a collision type associated to them.
- Incorrect Audit Team Statement – use of 'I' instead of 'We', plus many added other sentences.
- Recommendations becoming too descriptive – potentially undertaking design.
- Poor Problem Location Plan – use more than one if necessary to make it clearer.
- Use of 'Comments' and including items outside the scope of the Audit – acceptable in TfL reports.
- Some Audit Teams made up of more than the recommended maximum of 6 persons.
- CPD evidence very sketchy – limited information provided in some 'Lessons Learnt' reports.

Libby Sands

Membership Secretary

SoRSA Committee: an insider's view

There is always the question of “What does the committee do?” in any large organisation such as SoRSA, so I'm hoping I can shed some light on my own experience.

The first point is the Committee is there to promote the Society by publicising its activities, encourage membership and recognition, to deliver events and most importantly to uphold the professionalism and reputation of the road safety audit process and those involved in it.

Ways in which this is delivered includes committee members sitting on other road safety panels, providing presentations, working in partnership with roads authorities, delivering CPD training and workshop events and carrying out the annual review of membership.

Working in partnership has resulted in the MSoRSA and FSoRSA qualification being recognised as a requirement for carrying out road safety audits with some roads authorities, and SoRSA being recognised as a provider of road safety continued professional development by Transport Scotland.

The committee have been delivering CPD training and workshop events throughout the UK, all of which have been well attended and many cases oversubscribed.

The part we all dread to various degrees is the annual submission. Now I appreciate it's a bit of a pain having to set aside an hour to fill it in and send it off but spare a thought for those carrying out the assessments. Each renewal has two committee members carrying out the assessment and the membership secretary collating and responding. To try and put aside people's fears I'll summarise what the assessors are looking for (you'll find this in HD19/15).

The applicant should meet the standards required by HD19/15 (or their local equivalent as appropriate) for experience, basic training and continued professional development. Further to this we request a copy of an audit report written by the applicant to demonstrate that they can follow the processes, produce a report with the appropriate sections and clearly express themselves when describing problems and making recommendations. The report should have:

- Version control i.e. is this the Final or a Draft
- Terms of Reference e.g. HD19/15
- Identify who the Overseeing Organisation and Project Sponsors are
- Confirm that the Project Sponsor has approved the Road Safety Audit Team
- Detail when the site visits were carried out and conditions at those times.
- Certificate signed by all team members.

It should not have any other comments, or report responses added unless the terms of reference include these.

Unless you identify a problem which would be difficult to justify as a safety issue with no associated collision type, or made a recommendation that is unrealistic or inappropriate, it would be unlikely that you would receive comments on this part of the report. Those who attended the “Is this a problem” workshop at the Birmingham Conference will be aware that we all have different opinions and, in most cases, can justify them.

It is the annual review that adds the value to your SoRSA membership as it demonstrates that your Road Safety Audit skills and knowledge are of the standard required, and gives Project Sponsors the confidence in approving the audit team.

Eric Hill - SoRSA Committee and Scottish representative

SoRSA Conference 2018

The **11th Annual SoRSA Workshop/Conference** took place at the usual haunt of the Crowne Plaza Hotel in Birmingham, on Monday 25th and Tuesday 26th June.

The two-day event kicked off on day one with registration at 1.30 pm, and a packed programme of events comprising; interactive workshops, the Annual General Meeting (AGM), the Annual SoRSA Dinner followed by a full day of interesting and collaborative presentations on day two.

Following feedback from delegates on last years' conference, this year, there was a change to the layout of the room on day two which led to SoRSA limiting the attendance to 175 delegates which gave us a total attendance of 195 including speakers and workshop lead. There were 161 at the workshops with an additional 34 joining us for the conference on Tuesday for day two.

Day One

Workshop 1: 'Collision Investigations' commenced at 2 pm with **Sean Owen**, a Roads Policing Instructor from the **Scottish Police College**.

Sean kicked off this animated session with the statement that he was going to give us all an 'insight into my world' and answer any relevant questions, with the word relevant highlighted! Sean then spoke about how a simple road death can equal lots of discussion.

The audience was then led into a discussion on expert witness material, Newton's Law, the over-reaction of the driver/ rider or pedestrian, information gained from tyre marks, skid tests and laser scanners.

Sean talked us through the role of a collision investigator, the qualifications needed to become one, where the Road Death Investigation Manual was derived from and why that, along with the Murder Manual is used in road fatalities.

As Sean spoke about the use of the STATS19 form, this provoked an interesting discussion about the accuracy of the information on the form and the police officers need to 'get the form completed before the shift ended'.

When Sean wrapped up his presentation, it was clear that a role of the collision investigator was to 'have an open mind' when going into the scene – 'is this a road death, murder, design fault or vehicle fault?'

One last comment made by Sean which I believe we will all agree on was 'you can't legislate for stupidity'

Workshop 2: Following on from the success of last year, another '**Is this a problem?**' workshop followed the refreshment break, **Eric Hill** back on the 'mic' ably assisted by **Anya Bownes** and **Ian Medd**; Eric Hill is the Principal Engineer for Sweco UK Ltd, Anya Bownes is Portfolio Sponsor (Road Safety) for Transport for London and Ian Medd is an Independent Auditor.

Eric took the lead on presenting, whilst Anya & Ian ran around the room with a microphone, interacting with the delegates. This lively workshop comprised of the



presentation of many different types of issues brought up in a Road Safety Audit as problems and the audience were asked 'Is this a problem?' for each problem.

This of course sparked a lively debate within the room, with differing opinions, (which for many of the scenarios there was), delegates were asked to explain their reasoning. In most cases there was an agreement reached, but in a couple of cases a professional agree to disagree situation was reached.

The **Annual General Meeting** commenced at 5.30 pm, for which minutes will be circulated to all SoRSA members.

As usual at the SoRSA conference, all delegates gathered at 7:30pm for an enjoyable dinner and a chance to catch up with new and old colleagues, friends and acquaintances.

Day Two

Day two started with the usual registration and refreshments at 8am, outside the conference room, before heading into a newly laid out conference room at 9am.

To kick off the day of presentations, the **Welcome Address** was given by **Matthew Lugg OBE**, this years' newly installed President of CIHT.

Matthew gave the room an overview of who he was and what inspires him to contribute to engineering. Matthew is passionate about encouraging young engineers, promoting diversity and the CIHT internationally. Matthews strapline of the day was 'Delivering better services for people'. Before handing over to our first speaker of the day Matthew presented Alan Rookes with a CIHT Certificate of Merit in recognition of his long and dedicated service to the governance of SoRSA. Alan has worked tirelessly on the SoRSA committee since its inception and his wealth of knowledge, especially around constitutional matters has been invaluable.



Helen Scott, from **Sunderland University** took the first spot of the day, providing an insight into **Older Drivers and Shared Space: Perceptions and Reality**.

Helen woke the room up with an initial task of shouting out what you thought when you heard the phrase 'Older Drivers'? The usual phrases came up from the audience; slow, experienced, cautious, worldly.

Helen then continued this theme about the perceptions of older drivers, slow, careful, cautious, unsafe, etc. but then asked the question 'so how old is old?' 60, 70, 70+?

In the 90's the degrading in a driver ability started at 55 but this has changed due to the change in life expectancy. Typically, 'old' is 65 retirement age, but who's definition of old do we use?

Helen explained that she is an Advance driving instructor and has people in their 70's pass this course.

Helen then went on to explain the age related functional decline and how older drivers use compensatory strategies to cope with the decline.

Delegates were then informed about the specific problems that affect older drivers within a shared space environment. Older drivers use the traditional kerbs for placement markers but in shared spaces these are removed, however, shared spaces have non-complex junctions which older drivers can cope with better.

Overall Helen seemed to change the rooms thinking in that older drivers are not necessarily the 'dangerous' ones on the road.

Next up was a paper entitled '**Calling on all Smombies and Pedtextrians**'

Adrian Garcia Thorpe and **Richie Fraser** from **AECOM**, had the room transfixed the moment their slick presentation hit the screen, talking about distracted pedestrians whilst using their mobile phones.

Richie presented a slide which showed a shot of his mobile phone using the camera to show the route he was walking in real time whilst having the ability to text over the top of the image – this is a downloadable app Richie assures us!

There has been a wealth of research for distracted driving but not distracted walking, so the issue is difficult to quantify and not accurately reported.

With 89% of 25-30-year olds having a mobile phone, smartphone ownership is reaching its peak.

Adrian and Richie showed the room a number of videos and advertisements from other countries who are trying to deal with the issue of distraction.

Honolulu in Hawaii is the first country to have legislation for the act of mobile distraction whilst walking and you can be fined up to \$100.

The gentlemen finished up their presentation with a list of ideas to try and highlight and draw awareness to this issue with in this country, including High profile PR events, direct engagement with target groups and social media campaigns.

After a refreshment break, **Michael Barrett MBE** from the **Transport for London**, presented his paper on '**Safer cycling through efficient approaches**'.

Michael started his presentation by asking how many people in the room cycled, a reasonable show of hands appeared.

He then went on to explain that promoting safe cycling in London was a balancing act, between all users and all interested parties, including the contractors and commented 'if you haven't experienced it, can you really comment on it?'



Michael's presentation focused on a working together approach to keep routes open for pedestrians and cyclist and costs down for the contractors, but not just any route, the most direct, safest route that people would use and not the routes where barriers would be moved or jumped.

Michael talked about catering for all types of bikes, emergency services on bikes, cargo bikes as well as the normal bike?

The presentation went on to explain the values and benefits of working together to keep London moving, whether a bike, pedestrian, car or HGV driver.

Michael finished up his session with a thought provoking comment – 'if we all gave above and beyond, is this a problem? If it's not a problem then it becomes the business as usual!'

Leading us up to the lunchtime break was **Jackie Ackland** from **WSP** and **Paul Martin** from **Road Safety Answers** talking to us about a scheme design and audit they had both been involved in, with the presentation entitled '**Cycle Scheme: English Harbour, Jersey**'.

Jackie kicked off the presentation with an overview of the coast to coast cycle route on the island of Jersey, which is 8 miles long, and covers both on and off-road sections. There are on average 1700 cyclists per day, reaching a peak in the summer of 2400. Jackie explained there is a tidal flow of cyclists with 400+ making their way into town in the am peak period.

However, within the route Jackie presented, there is a gap where cyclists must ride on the road, mixing with cars and HGV's, the only section of road on the island where HGV's are unescorted.

The section of road is flanked by the bumpy slipway with a heritage wall on one side and by a high dense wall on the other, with a narrow footway which the HGV's span when turning the corner.

Jackie presented the options for the scheme which she had presented to the client along with standard risk assessments. Jackie explained that they laid out some of the options with cones and had lorries drive through the potential scheme options, a few cones were demolished in this exercise.

Paul Martin then took up the presentation talking about auditing the solution that Jackie had come up with.

Paul talked the delegates through his thought process on the audit and highlighted the main issue of this scheme 'Is 1.8m too narrow to safely accommodate cyclist and pedestrian demand?'

Paul explained to the delegates several issues that the audit highlighted, including height of the existing sea wall when the footpath was added, granite being slippery and bell bollards restricting widths.

Paul concluded:

'Question: Should the safety audit have recommended not building the path because it will be too narrow?'

Auditors' view: The limited capacity of the existing shared facility on each side of the scheme would restrict the flow of cyclists and pedestrians using this narrow stretch, making the risk of cyclists falling onto the carriageway relatively small, so.....No!

Following on from a morning of interesting and interactive presentations, lunch was served in the hotel's restaurant, giving delegates more time to catch up with friends old and new.

Kicking off the afternoon session with pizzazz and to keep us all awake was an interesting and fast paced presentation on the '**Security Considerations in Road Safety**'.

The presenter Paul demonstrated that security barriers don't have to be concrete blocks which are not aesthetically pleasing they can be disguised as nearly anything you want them to be, but just remember to appreciate the spacing of such objects.

Following the high paced 'Security Considerations in Road Safety' presentation **Alexandra Luck** of **A.Luck Associates** spoke to us about Security Consideration Assessments and how we should all be understanding security threats, mitigation measures and get security minded people and policies on board early.

Alexandra likened this process to the Road Safety Audit Process

Stage 1 – Earliest stage possible look at security - minimise risk of lost data (Feasibility)

Stage 2 – Prior to any work undertaken work out process to be followed (Detailed Design)

Stage 3 – Activity fully completed, and lessons learnt (Post-construction)

Stage 4 – Monitoring not just after a year but on a regular basis. (Monitoring)

After a refreshment break, the delegates headed back into the conference room to hear from **Fraser Arnot** and **JP Doherty** from **Atkins** and **Nico Bentall** from **Highways England** to give the room an update on the **HD19 Revisions to accord with MDD format**.

All the documents that are in the Design Manual for Roads and Bridges are being updated in accordance with Manual for Development of Documents (MDD) as instructed by Highways England.

Nico was first up to tell us all about what is changing and, in his words, “not a lot!”. Apparently HD19 is going to be better, shorter and sweeter. 50% of the page count gone, black boxes gone, and the new version should be available late summer/early autumn.

Fraser and JP then took the stand to go through what was changing.

Roles and responsibilities, Exception reports, Application of Stage 1/2 Road Safety Audits, TTM RSA's, removal of draft reports, exception reports and the 36month Stage 4 audits and updates to the appendices.

Design logs being introduced to replace exception reports.

Subtle changes to make clear what is expected of an RSA team in terms of competency – an understanding of road design.

Fraser, JP and Nico left the delegates with one message: “the wording is different – so make sure you read the new standard!”

Bringing the 11th Annual SoRSA Conference to a close was our Chairman and former Treasurer of SoRSA, **John Barrell** who proceeded to update the delegates on the ‘**Update on CIHT RSA Guidelines**’.

John opened his presentation by explaining the third and most recent edition of the IHT Road Safety Audit Guidelines was published back in 2008 following the introduction of HD 19/03, and the Manual for Streets (MfS) which was published in 2007.

Following the introduction of HD 19/15, the Highways England Certificate of Competency and changes to local authority planning requests for developer led RSAs, there is a need to update the Road Safety Audit Guidelines.

John pointed out that many local authorities and developers are struggling to comprehend the RSA process and the new Guidelines will be flexible and will include the development of an interactive web based ‘flow chart’, based on a framework that has HD19/15 at its core.

The new Guidelines will identify key responsibilities, and provide RSA guidance for local authorities and developers, and those working outside the UK.

John explained the new guidelines will incorporate GG104 (GD04), flexible reporting style, less ambiguity and the added interface between auditor & developer. John expressed that there is a greater need for Local Authorities to be specific about what audit policy there are working to.

John further gave an insight into the responsibilities which are similar to the roles in HD19, the client always the Highway Authority.

John then wrapped up this years' conference by thanking all the speakers and delegates for joining the conference and wished us all a safe trip home.

Presentations from the conference can be viewed at the Aldercross website http://www.aldercross.com/events.php?event_id=121

Lyn Turner SoRSA Committee

Upcoming events

September date TBC. Scottish workshop:

Assessing the Risk

Forth Crossing Contact and Education Centre
Contact: details to follow.



12th October. ½ day Safety Audit in the design process: Manchester

Contact: Anna.Craciun@tfgm.com or Nadeem.Mohammed@tfgm.com

Date TBC. ½ day Safety Audit in the design process: Cardiff.

Contact: Dave.Robinson@wsp.com

Date and Venue TBC. 1 day. Road Safety Audit “Is this a Problem: West Ireland

Contact: ssummerfield@cstgroup.ie

Your new Committee

Following the AGM we have some new faces on the SoRSA committee

Chairman	John	Barrell
Vice Chairman	Stewart	Knowles
Treasurer	Anya	Bownes
Secretary & Immediate Past Chairman	Stuart	Kay
Inaugural Chairman & Membership Secretary	Libby	Sands
Newsletter Editor	Ian	Medd
Web Officer	Renata	Barnes-Wright
Ordinary Committee Member (Wales)	Alan	Rookes
Events Organiser	Lyn	Turner
Ordinary Committee Member (Ireland)	Stuart	Summerfield
Ordinary Committee Member (Scotland)	Eric	Hill
Ordinary Committee Member (Wales)	Julian	Bartlett
Ordinary Committee Member & Deputy Membership Secretary	Den	Symons
Ordinary Committee Member	Kevin	Nicholson
Ordinary Committee Member & Deputy Secretary	Linda	Irons
Ordinary Committee Member & Deputy Web Officer	Lance	Fogg
Ordinary Committee Member	Nadeem	Mohammed
Ordinary Committee Member (Yorkshire & Humberside)	Matt	Smith
Ordinary Committee Member	Dave	Robinson
Co-opted Member	Chris	van-Lottum
Co-opted Member	Chris	Gooch
Co-opted Member	Richard	Pearson

And Finally:

If you thought you were having a bad day!



Useful, helpful, informative and articles or pictures could be interesting to other members. If you have something you would like to be considered for inclusion in the newsletter do get in touch.

Ian Medd
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