

Road safety audit newsletter

February 2025

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 February edition comprises of a review of a sample of RSAs submitted to the National Highways Road Safety Audit inbox between October and December 2024 (inclusive). Additionally, it provides a summary of all the RSA reports which were carried out in 2024 and submitted to the inbox.

The inbox address is roadsafetyaudit@nationalhighways.co.uk

Safety for bikers

Our BikerTek campaign is raising awareness and educating bikers on how to ride more safely.

Statistics show cornering, overtaking, speeding and fatigue are the four most common reasons for motorcycling collisions and serious injuries. So, we've put together a few safe riding tips to keep you and your bike safely on the road.

Cornering - Read the road ahead. Ride at a speed that leaves you enough time to react round a corner.

Overtaking - Unless it's 100% safe to overtake, and without speeding, don't do it.

Speeding - Most collisions involve speeding. Manage your speed according to the road, weather conditions and traffic.

Fatigue - Take regular breaks to avoid riding tired.

For more information visit: <https://nationalhighways.co.uk/road-safety/bikertek/>



Commonly identified areas for development

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



No details of who supplied and approved the RSA brief.



No details of who approved the RSA team.



Insufficient details of who was present at the site visit.

Updating any templates that are used to support RSA report preparation could be an effective way of improving compliance with GG 119.

Commonly identified good practice

The below examples of good practice are regularly identified in RSA reports from the sample each quarter.



RSA reports signed by RSA team (both member and leader).



List of documents and drawings included.



Inclusion of information on scheme details.

KEY REMINDER:

Appendix D in GG 119 provides Road safety audit templates for stage 1, 2 and 3 reports.



GG 119 Revision 2

Appendix D. Stages 1, 2 and 3 Road safety audit report te...

Appendix D. Stages 1, 2 and 3 Road safety audit report template

D1 Project details

Provide:

Table D.1 Project details

Report title:	Include stage of RSA
Date:	Insert date
Document reference and revision:	Insert unique document reference
Prepared by:	Insert RSA team organisation
On behalf of	Insert Overseeing Organisation

D2 Introduction

Provide:

- 1) a description of the proposed highway scheme including details of its location and its objectives. Make reference to any strategic decisions and confirm that any recommendations to make significant changes in relation to these elements are unlikely to be acceptable.
- 2) details of who supplied the RSA brief, who approved the RSA brief and who approved the RSA team.
- 3) identification of the RSA team membership as well as the names of other contributors such as the police, maintaining agent and specialist advisors.
- 4) details of who attended the site visit, the date, time periods when the audit was undertaken and the weather/traffic conditions on the day of the visit. Include the state of completion of the works at the stage 3 RSA.
- 5) the terms of reference of the RSA confirmation and that the RSA team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

D3 Items raised at previous road safety audits

Report any of the RSA actions in the RSA response report for the previous stage that have been agreed for action but not completed. Where the RSA action is not completed, or an RSA response report is not provided, outstanding problems and recommendations will be repeated here.

Where the circumstances have changed it may be necessary to revise the earlier problem and recommendation and this will be included only in section 4.

Scope

This review includes a summary of all the RSA reports submitted to the National Highways RSA inbox during the period 1 October to 31 December 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.

This review also looks back over the whole of 2024 and includes a comparison with RSAs undertaken during 2023 and 2022.

RSAs by National Highways area

Figure 1 illustrates all 53 RSAs submitted to the RSA inbox between October and December 2024 by National Highways area. Fifty-three percent of the RSAs submitted this quarter were from either Area 2, Area 7 or Area 9.

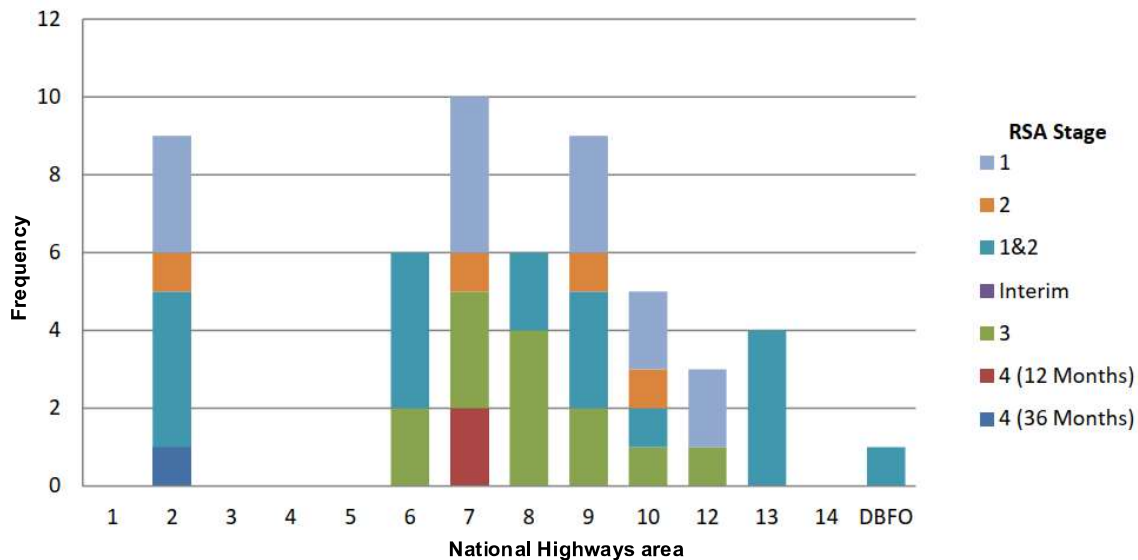


Figure 1 – Number of RSAs by National Highways operational area (October - December 2024)

Of the 53 RSAs submitted during this period, 26% were stage 1, 36% were combined stage 1&2 and 25% were stage 3.

*Note: One of the stage 4 RSAs used 36-month post highway scheme-opening road traffic collision data, which is no longer required by the current version of GG 119.

RSA stage	Number
1	14
2	4
Combined 1 & 2	19
3	13
4 (12 month)	2
4 (36 month)*	1
Interim	0

RSAs by stage and scheme type

Figure 2 illustrates all 53 RSAs submitted to the RSA inbox during the three-month period between October and December 2024 by stage and scheme type. Seventeen (32%) were traffic signs and/or road markings schemes.

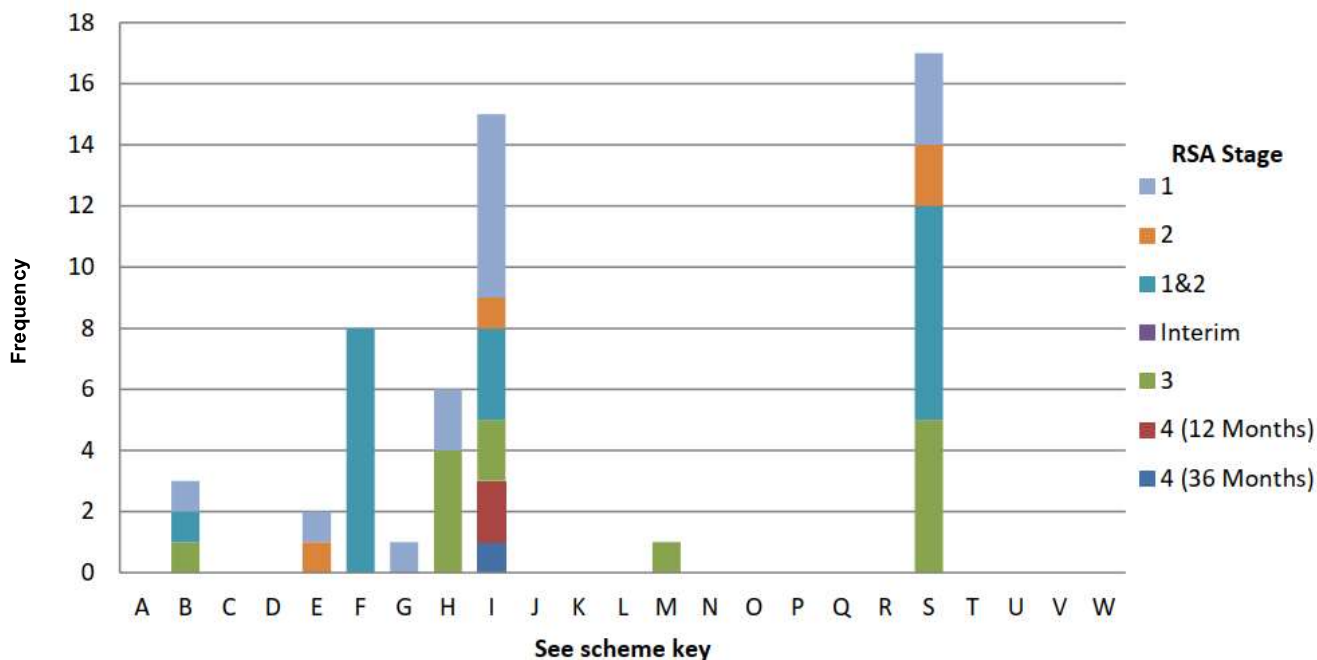


Figure 2 – Number of RSAs by stage and scheme type (October to December 2024)

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 October to December 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.

Figure 3 - Number of RSAs by stage (October to December 2024) - Review sample

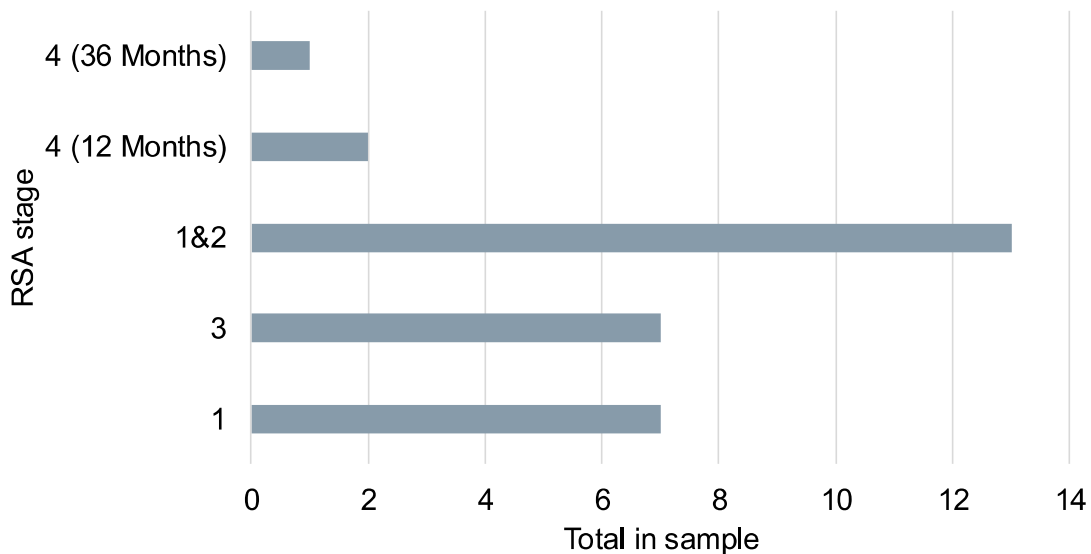
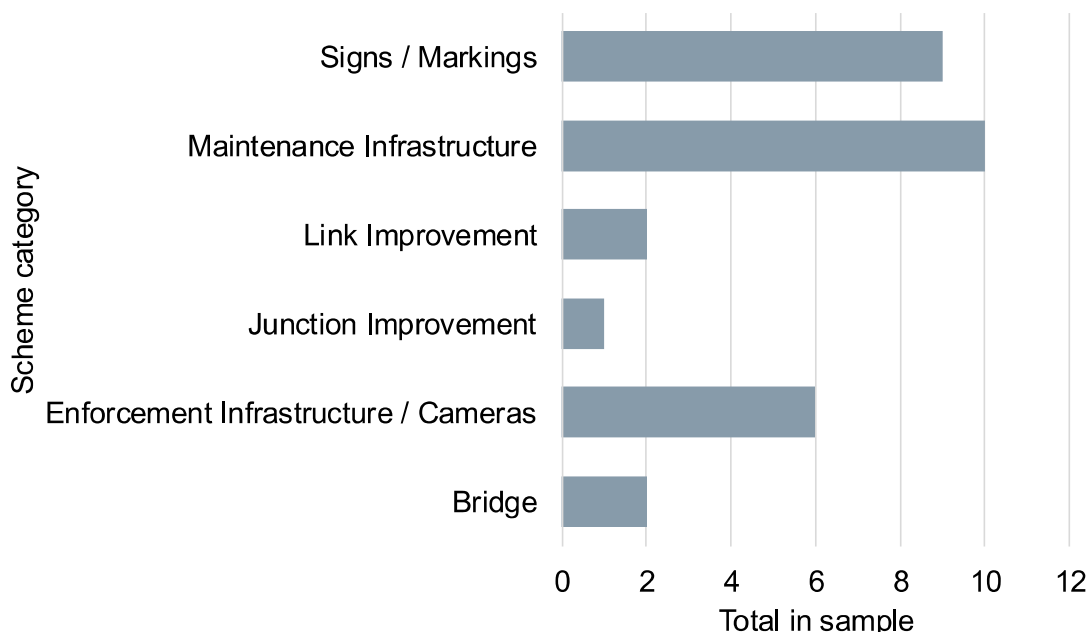


Figure 4 - Number of RSAs by scheme category (October to December 2024) - Review sample



Good practice

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



RSA team leader specifically identified

100% of the RSAs in the sample specifically identified the RSA team leader. This is an increase from the 98% last quarter.



Overseeing Organisation project manager specifically identified

100% of the RSAs in the sample specifically identified the Overseeing Organisation project manager. This is consistent with the 100% compliance last quarter.

Areas for development

A number of RSAs fail compliance checks each quarter for the same series of issues.

RSA Reports – GG 119 Compliance Checklist

The list below is provided for Road Safety Auditors to act as a quick check against regular non-compliances when undertaking quality assurance reviews on RSA reports.

1. For stage 2 and 3 RSAs, ensure reports are structured so that if a problem remains unresolved from the previous RSAs, it is raised again in the new RSA.
2. Provide details of who supplied the RSA brief.
3. Provide details of who approved the RSA brief.
4. Provide details of who approved the RSA team.

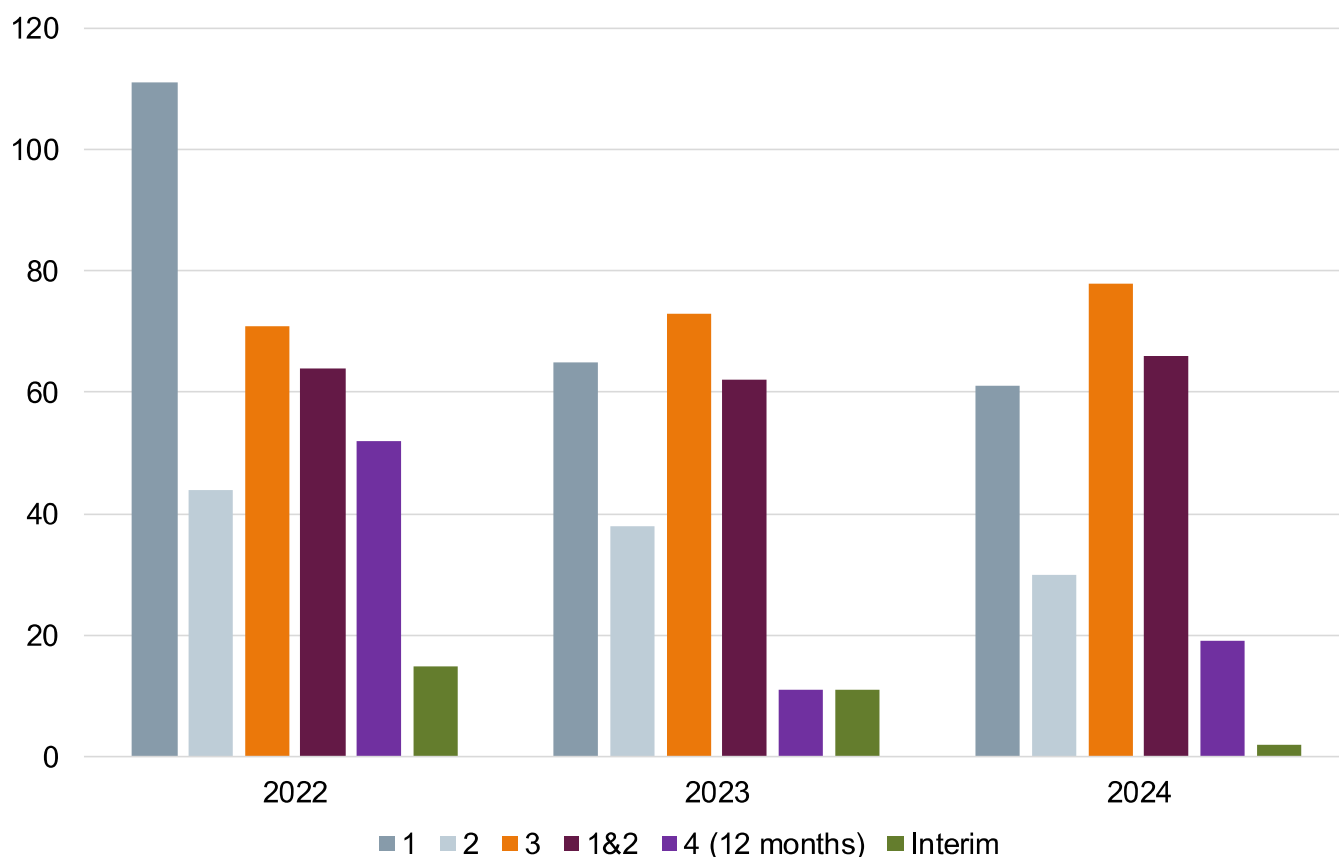
Only 53% of the 53 RSAs submitted to the RSA inbox this quarter were fully compliant with the requirements relating to provision and approval of the RSA brief and approval of the RSA team.

Summary of RSAs undertaken in 2024 and comparison to previous years

This section provides a summary of all the RSA reports submitted to the inbox which were carried out in 2024. The date the RSA was undertaken is taken from the date of the site visit. Where no site visit was undertaken or recorded, the RSA team signature date has been used. The date that RSAs were submitted to the inbox during the 12-month period has not been considered, as this would include late submissions of historic RSAs.

The National Highways RSA database indicates that 218 RSAs undertaken in 2024 were submitted to the inbox, although it is recognised that this may not be all the RSAs carried out during this period. Figure 5 illustrates these RSAs by stage along with the comparative data for 2023 and 2022. For clarity and brevity, within the following paragraphs of this section, ‘undertaken’ should be interpreted as meaning those RSAs undertaken within the year specified and also submitted to the RSA inbox.

Number of RSAs undertaken by year and stage



Summary of RSAs undertaken in 2024 and comparison to previous years continued...

Over the three-year period from 2022 to 2024, the total number of RSAs submitted has continued to decrease: from 348 in 2022, to 260 in 2023, and 257 in 2024. While the number of RSAs submitted in 2023 and 2024 has remained very similar, it is considerably lower than the number undertaken in 2022.

The number of RSAs submitted for each stage has remained largely the same in 2024 compared with 2023. This is true for stage 1 and stage 4 RSAs although there was a notable decrease in the number of stage 1 and stage 4 RSAs submitted in the last 2 years compared with those submitted in 2022.

Stage 1 RSAs

Sixty-one stage 1 RSAs were undertaken between January and December 2024 in comparison to 65 undertaken in 2023 and 111 undertaken in 2022. This shows that the number of stage 1 RSAs has remained largely the same as the number of stage 1 RSAs undertaken in 2023, although has significantly reduced compared with the number of stage 1 RSAs undertaken in 2022. The reason for the spike in stage 1 RSAs being undertaken in 2022 remains unclear.

Stage 2 RSAs

The total number of stage 2 RSAs undertaken in 2024 was 30 in comparison to 38 undertaken in 2023 and 44 undertaken in 2022. The number of stage 2 RSAs has therefore remained largely the same as last year.

Combined stage 1 and 2 RSAs

Sixty-six combined stage 1 and 2 RSAs were undertaken between January and December 2024 in comparison to 62 undertaken in 2023 and 64 in 2022. This indicates that the number of combined stage 1 and 2 RSAs has therefore remained largely the same over the 3-year period of 2022 to 2024. This supports the suggestion last year that combined stage 1 and 2 RSAs may be being applied more appropriately in accordance with the wording in GG 119.

Stage 3 RSAs

A total of 78 stage 3 RSAs were undertaken between January and December 2024 in comparison to 73 in 2023 and 71 undertaken in 2022. The number of stage 3 RSAs has therefore remained largely the same as the previous 2 years.

Summary of RSAs undertaken in 2024 and comparison to previous years continued...

Stage 4 RSAs

A total of 20 stage 4 RSAs were undertaken between January and December 2024 in comparison to 12 undertaken in 2023 and 51 undertaken in 2022. This indicates a considerable decrease this year and last year compared with 2022, although the number of stage 4 (12 month) RSAs undertaken this year has remained largely the same as last year.

In 2024, eight (40%) of the stage 4 RSAs were on Maintenance Infrastructure schemes. This represents a decrease compared to 2022, when 15 (29%) of the stage 4 RSAs were on Maintenance Infrastructure schemes. Notably, none of the stage 4 RSAs in 2023 were categorized as being undertaken on a Maintenance Infrastructure scheme

Despite no longer being required by the current version of GG 119, stage 4 (36 month) RSAs are still being undertaken. Two stage 4 (36 month) RSAs were undertaken in 2023, and one was undertaken last year.

A summary is provided below of the stage 4 RSAs undertaken in 2024 by National Highways Area:

- Only 38% of the National Highways Area Teams submitted stage 4 RSAs in 2024.
- Areas 1, 12 and DBFO have not submitted a stage 4 RSA since 2022.
- Areas 3, 4 and 13 have not submitted any stage 4 RSAs in the last three years.
- Areas 6, 7, 8 and 9 have submitted stage 4 RSAs in each of the last three years.
- Area 12 has the highest total value of 20, all recorded in 2022.
- Area 9 has the second-highest total value of 14, distributed across all three years.

KEY REMINDER:

Clause 5.33 of GG 119 states that “Stage 4 RSA shall be carried out using 12 months of validated post highway scheme-opening road traffic collision data”.