

## Road Safety Audit (RSA)

### What is a Road Safety Audit?

A Road Safety Audit (RSA) is a process for checking the safety of new scheme on roads. It will examine the safety of a proposed scheme from all road users point of view: Drivers, motorcyclists, pedestrians, cyclists, etc.

The safety audit will highlight potential safety issues and will make recommendations on how to improve the situation. The recommendations made will be practical and constructive and in most cases they will be easy to implement.

Schemes that have undergone Road Safety Audit are not only safer, but may also improve the quality of life for those using the development.

### When is a Road Safety Audit required?

Road Safety Audits must apply to all Development Schemes which result in a change to the road or roadside layout that is initiated and/or executed for commercial or private development on the National Road Network. However Monaghan County Council will request Road Safety Audits for development schemes on non-national routes in the following scenarios

- New roads (including residential roads)
- Major road improvement work
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- Traffic Management Schemes including Quality Bus Corridors and Cycle Tracks
- Development Schemes
- Major junctions improvement works
- Any scheme which materially affects vulnerable road users
- Major maintenance schemes

There are three main stages at which a development should be safety audited:

Stage 1 – Completion of preliminary design

Stage 2 – Completion of detailed design

Stage 3 – Completion of construction / prior to opening to traffic

For most developments, a combined Stage 1 & 2 Safety Audit is sufficient for planning applications, and a Stage 3 Audit should also be carried out when the development is completed. The Safety Audit should not just consider the junction with the main road, but also the internal layout and facilities within the site area.

Getting organised to carry out a Safety Audit may take some time. It is advisable that if a safety audit is required for a development, it should be carried out prior to the submission of a planning application, as being requested under Additional Information may delay the planning process. Pre-planning consultations will determine if a Road Safety Audit is required.

### Who carries out the Road Safety Audit?

Each Road Safety Audit should be carried out by a trained RSA team – the team should consist of at least two people; a team leader and a team member. It is essential the Road Safety Audit team are independent of the design team. Many engineering consultancies now have a trained road safety audit team

For developments on or materially altering the National Road Network the Safety Audit Team must be approved through the online Transport Infrastructure Ireland (TII) Road Safety Audit Approval System. For all other schemes the Safety Audit Team must be approved by Monaghan County Council.

The Safety Audit team will examine plans of the proposed development, consider any other supporting information such as traffic counts and accident history, and carry out a site visit. They will then compile a report detailing each of their findings, and outlining any remedial measures that should be considered. The design team are then given a chance to review their design and to respond to the safety audit team's findings.

All Road Safety Audits commissioned must comply with TII GE-STY-01024 'Road Safety Audit' and TII GE-STY-01027 'Road Safety Audit Guidelines', which can be accessed from [www.tiipublications.ie](http://www.tiipublications.ie).

### What will the Road Safety Audit look out for?

The RSA is not a design check, and will only consider issues considered to pose a safety problem. Things often forgotten in the design stage and picked up on in the Road Safety Audit process include;

- Footpath provision (including outside the development)
- Street lighting
- Facilities for disabled/vulnerable users (dropped kerbs, tactile paving, disabled parking bays, disabled accesses, pedestrian crossing facilities, etc)
- Signage
- Sight distance/obstructions at junctions
- Speed management (road layout, excessive road widths, speed restraint measures, traffic calming features, etc.)

Thought should be given to each of the areas during the design process, and drawings showing these elements should be provided for the Road Safety Audit Team.

### Further information:

DoEHLG Traffic Management Guidelines  
Road Design Office, Monaghan County Council  
Design Manual for Urban Roads and Streets