



Road Safety Audit Policy For Developments

Transport Development Control
October 2017



INVESTORS
IN PEOPLE



Road Safety Audit Policy for Developments

Guidance for Scheme Promoters

Introduction

Road Safety Audit is the independent, systematic assessment of a highway improvement scheme to identify hazards, recommend mitigating action and record subsequent responses to those recommendations. This Policy sets out the County Council's procedure for the consideration of developer proposals requiring the support of a Road Safety Audit. This Policy supports national guidance and is required to preserve the safety of all road users using the public highway. East Sussex County Council requires the procedures set out in the current national guidance to be followed subject to the departures set out in this policy. This Policy highlights the importance of the safety audit process in support of a planning application and identifies when an audit is required and the process involved. This Policy will not relate to works being proposed on Trunk Roads or those falling under the responsibility of Highways England.

Contents

- 1 Objective
- 2 When a Road Safety Audit required
- 3 Process
- 4 Planning Stage
- 5 Highway Agreement Stage
- 6 Departures from HD 19/15

1. Objective

The objective of this Policy is to ensure that the road safety implications of all Highway Schemes supporting development, including those subject to future adoption by the County Council, are fully considered for all users of the highway, as well as those working on the highway, and to ensure that proposals are compliant with current statutory regulations.

This will help to reduce safety risks on the highways of East Sussex for all those who use them.

2. When a Road Safety Audit is required

For all 'major' planning applications that include any of the following:

- Alteration to an existing highway,
- Intensification of use of an existing access. Intensification is generally defined as 50 or more additional vehicle movements per day. However it is recommended that clarification is sought from the County Council where a proposal involves the intensification of an existing access as other issues such as collision data, visibility and geometry would need to be considered.
- Formation of a new access,
- Off-site highway improvements,
- New residential estate roads where a through route is created, where a bus route is created or where the road serves access to a school or other major community or retail facility.
- For all other planning applications that include proposals that do not meet recognised standards.

('major' applications are defined as residential development of 10 units or more or 0.5 ha or more when the numbers are unknown and commercial development of 1,000 sq.m. or more or 1 ha or more);

The need for a road safety audit will be assessed and determined by East Sussex County Council officers. Of particular interest will be visibility, geometry and junction location.

Road Safety Audits will not normally be required, for minor applications, if guidance set out in Manual for Streets or Design Manual for Roads & Bridges is achieved, however, East Sussex County Council reserves the right to request a road safety audit on any sized proposal where it considers there to be potential safety issues that need to be assessed.

Road Safety Audits must be undertaken in compliance with HD 19/15, Road Safety Audit subject to the departures set out in this policy.

3. Process

In order to ensure that the safety audit process does not delay the overall planning process, developers will be required, when submitting a 'major' planning application to the Planning Authorities, to support the planning application with a Stage 1 Road Safety Audit. This Audit can result in amendments being made to the proposed development and hence the need for it to be undertaken at this stage.

For planning applications other than 'major' applications the Planning Authority will consult East Sussex County Council who will indicate if a Road Safety Audit is required. Often the need for a Road Safety Audit will be identified through pre-application consultation and therefore we strongly encourage prospective applicants to engage with the County Council at this stage.

It will be the responsibility of the developer to commission an independent audit team to consider the safety implications affecting their scheme. The County Council will require all Road Safety Audit teams to include at least one team member who has one, or more, of the following industry recognised accreditation or qualification:

- Be an IHE Registered Road Safety Auditor, entitled to use the designatory letters RegRSA(IHE)
or
- Be a Fellow or Member of the IHT Society of Road Safety Auditors, entitled to use the letters MSoRSA or FSoRSA
or
- Be a holder of a Highways Agency Approved Certificate of Competency for Road Safety Audit.

It is expected that in the majority of cases schemes will be amended to accommodate the recommendations of the road safety audit. A signed 'Road Safety Audit Response Report' should be produced by the design team and submitted to the County Council detailing how the recommendations of the audit have been addressed.

If the Safety Audit raises problems that are not to be addressed through amendments to the scheme, an 'Exception Report' will be produced by the design team and submitted to the County Council with the final road safety audit. The 'Exception Report' will identify why the recommendations of the road safety audit have not been accepted and the scheme amended accordingly. The 'Exception Report' will be considered and if acceptable will be approved and signed by East Sussex County Council. Where East Sussex County Council is not prepared to sign off an 'Exception Report' the design will need to be amended to remove the identified safety problem.

All schemes requiring a Road Safety Audit will require a Stage 1 (completion of preliminary design), 2 (completion of detailed design) and 3 (completion of construction) audit.

A stage 4 road safety audit will not always be required but will be a requirement of the highway agreement where the following criteria are met:

- A new junction is being created onto the Strategic Road Network, where there is a collision record.
- A new link road is constructed which will form part of the Strategic Road Network.
- Where a departure or departures from standards are agreed through the design process and there is a need to monitor a schemes operation.
- If a significant problem arises during the year after the scheme is completed.
- or if otherwise required by East Sussex County Council

The audit should be carried out as close as possible to the end of the normal one year maintenance period. Its timing could be dictated by the availability of one whole years' worth of accident records from Sussex Police.

4. Planning Stage

Planning Authorities may decide not to register a 'major' planning application if a Safety Audit is required, in accordance with the policy, but is not provided.

If Stage 1 Road Safety Audit issues are not satisfactorily addressed, or if a stage 1 Road Safety Audit is not submitted in accordance with current national guidance and the departures identified in this policy, when required, East Sussex County Council will recommend that the planning application be refused.

5. Highway Agreement Stage

The County Council will not register applications for highway agreements where a stage 2 road safety audit, is required, but has not been submitted in accordance with current national guidance and the departures identified in this policy.

6. Departures from HD 19/15

Stage 4 Road Safety Audit

- Not all schemes will receive a stage 4 Road Safety Audit. Some schemes are considered to have too minor an effect upon road users to warrant monitoring their safety performance. The decision to conduct a stage 4 Road Safety Audit will be agreed with the County Council in the stage 3 Road Safety Audit Report.
- The Developer will arrange for evidence led collision monitoring where a stage 4 road safety audit is required in the highway agreement.
- Road safety audit collision reports shall be prepared using 12 months of personal injury collision data from the time the Highway Improvement scheme became operational.

Road Safety Audit Brief

- The format of the illustrative road safety audit brief at Annex E of HD19/15 shall be used when commissioning safety audits. This avoids the need for briefs to be submitted to the County Council for approval.

Road Safety Audit Reports

- East Sussex County Council requires the final Road Safety Audit Report to be submitted. The Road Safety Audit Team is to submit draft Road Safety Audit Report to the Design Team.

Road Safety Audit Response Report

- East Sussex County Council requires the final Road Safety Audit Response Report to be submitted. The design team do not need to send a draft Road Safety Audit Response Report.

Documentation

- The finalised Road Safety Audit Report, Audit Response Report and Exception Report do not need to be sent to Highways England.