

Safety Assessment

We expect each Transport Assessment (TA) submission to consider the safety impacts it may generate. This is expected to take account of existing collision records, and identify whether there are any specific patterns that may be either exacerbated or improved by a development. In each case, we expect a detailed analysis of these issues and remedial solutions to be brought forward where it is considered that an intervention would be necessary.

Road Safety Audits (RSA)

Where you are proposing a new junction to serve a development, building new roads, or proposing alterations to the existing highway, we will require the RSA process to be followed as set out in [GG119 Road Safety Audit – Standards for Highways](#).

In line with GG 119, we are the Overseeing Organisation for the purposes of Road Safety Auditing. This means that the scope of road safety audits, the auditing team, and their content have to be agreed with us at each stage in order for a scheme to be progressed. The Developer or someone working on behalf of the developer would act as the Design Organisation.

There are various stages of road safety auditing:

- **Stage 1** Feasibility
- **Stage 2** Detailed design Stage
- **Stage 3** Upon completion
- **Stage 4** 36 months following completion

Road Safety Audit Brief

As the Design Organisation, you are responsible for arranging for the audit to be undertaken and writing the audit brief. However, at each stage of the safety audit process, you are required to agree the Brief for the RSA with us. You will need to agree with us, as the Overseeing Organisation, the audit brief, and the proposed audit team.

The scope of the RSA must be agreed with us in advance, taking into account our detailed knowledge of the areas and issues in question. A RSA will not be accepted if, in our opinion, it has not satisfactorily fulfilled the brief or taken into consideration specific local circumstances.

There is a road safety audit brief template in Appendix C of GG D119.

Our Road Safety Auditors should be invited to each audit at the cost to the Developer as set out in our [Highway Fees and Charges](#).

Stage 1 Road Safety Audit

A Stage 1 RSA should be submitted with your planning application. This will be considered by TDM in conjunction with our Road Safety colleagues, as per the agreed Brief.

The scope of the Stage 1 RSA brief would include the considerations as outlined in the Stage 1 column of the Checklist in Appendix B of GG 119. However, this list is not exhaustive – you may also be required to consider additional matters which could otherwise impact any delivery of the

development as proposed, for example topography/level issues, the provision of laybys or site specific issues.

You will also be expected to complete the road safety audit response report, before returning this to TDM and the Road Safety Manager for agreement on the subsequent actions.

If we are not satisfied that there is a satisfactory solution to mitigate the effects of any safety concerns, the RSA and Response Report will not be agreed and the development will not be supported. As the Overseeing Organisation, we will have the final say on any Road Safety Audit reporting.

Stage 2, 3 and 4 Audits

Stage 2 Road Safety Audits should be completed prior to obtaining design approval of the detailed design of the highway changes, whilst Stage 3 Road Safety audits should be undertaken before the scheme is granted practical completion. Stage 4 audits will need to be undertaken prior to final completion at the end of the maintenance period. This is covered in more detail in the post-permission processes at *TDMG 2.3*.

Walking, Cycling and Horse-riding Assessment and Review

Given the importance of protecting the most vulnerable users of the highway, we may also require a TS or TA to include a Walking, Cycling and Horse-riding Assessment and Review (WCHAR) as per [GG 142 Walking, cycling and horse-riding assessment and review](#).

A checklist for the production of a WCHAR is provided in GG 142 at Appendix C. It is expected that the scope of a WCHAR audit would be agreed with us prior to it being undertaken and the extents will be dependent on the type and scale of the scheme.