

Roads

Master Specification

RD-GM-D2 Road Safety Audits

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Document Management

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RD-GM-D2 Road Safety Audit

1 General

- 1.1 South Australia's Road Safety Strategy to 2031 (available on the internet) details the Department's vision and ten-year targets to reduce road trauma and provide safer road infrastructure for all road users.
- 1.2 Road Safety Audits are undertaken to assist in identifying risks and ultimately deliver safer road infrastructure.
- 1.3 Austroads Guide to Road Safety (AGRS) Part 6 is the primary technical reference adopted by the Department for undertaking Road Safety Audits.
- 1.4 This Master Specification Part has been developed to clarify or enhance the individual sections of AGRS Part 6.

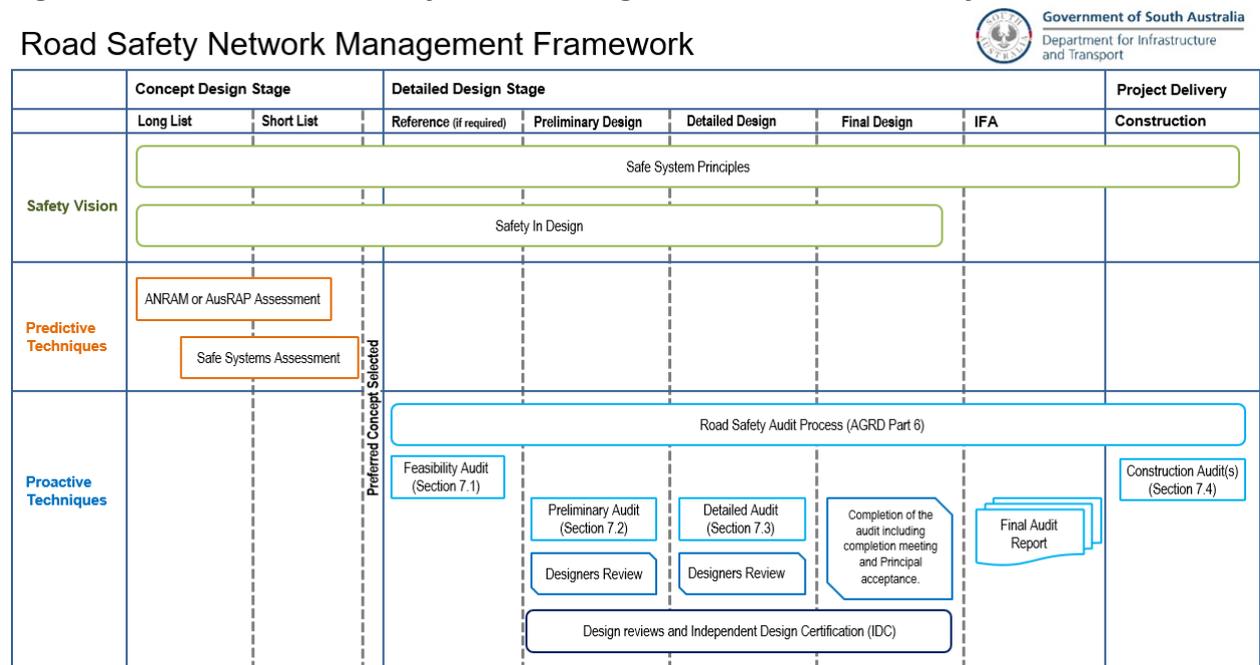
2 Key Features of RSA (Section 2)

- 2.1 The Principal has no supplementary requirements for this section.

3 RSA within a Road Safety Audit Management Framework (Section 3)

- 3.1 The integration of Road Safety Audits with the Safety Network Management framework (AGRS Part 6 Figure 3.1) for Stages 3 and 4 is detailed in Figure RD-GM-D3 3-1.

Figure RD-GM-D3 3-1 Road Safety Audits in integration with the Road Safety Network



4 The Operating Environment (Section 4)

- 4.1 The Principal has no supplementary requirements for this section.

5 RSA within the Safe System (Section 5)

- 5.1 The Safe System Principles are to be adopted in Road Safety Audits with particular focus on reducing the risk of fatality and serious injury. The Austroads Safe System Assessment Framework is detailed in AP-R509-16.

6 A Strategy for RSA (Section 6)

- 6.1 Projects that involve a permanent infrastructure change to the Department's Road network must have road safety audits at a frequency commensurate with the size, complexity, and risk to road users.

Departmental Projects

- 6.2 The minimum road safety audit schedule, (based on nominal project value) for Departmental Projects must be as detailed in Table RD-GM-D2 6-1.
- 6.3 Further to Table RD-GM-D2 6-1 all projects within 200m of a school or a facility used by vulnerable user shall as a minimum an Audit on the preliminary and detailed design.
- 6.4 Projects that incorporate long term temporary traffic changes, (of duration longer than 1 month) must incorporate a schedule of Road Safety Audits within the Traffic Management Plan commensurate with the Temporary Works. The schedule of Road Safety Audits within the Traffic Management Plan must be agreed with the Principal.

Table RD-GM-D2 6-1 Road Safety Audit Schedule

Project Value	Reference Design	Preliminary Design	Detailed Design	Pre-opening	Post-opening
<\$1 million		*	*		
\$1 million to \$20 million	*	✓	✓	*	
\$20 to \$ 75 million	✓(feasibility)	✓	✓	✓	
>\$75 million	✓(feasibility)	✓	✓	✓	✓

*At the discretion of Principal.

Projects Managed by Other Clients on Department Roads

- 6.5 Projects managed by other Clients (e.g., land developers, builders, Councils etc.) that interact with the Department's Roads must include a Road Safety Audit Schedule as detailed in Table RD-GM-D2 6-1.
- 6.6 The Department may consider relaxation of the road safety audit schedule where a project managed by other Client's project meets any of the following conditions:
- projects that include no material change to the roadway;
 - land development subdivisions with less than 6 additional dwellings; and
 - developments that are likely to generate less than 20 traffic movements per day.

Changes to the Road Safety Audit Schedule

- 6.7 Proposed changes to the minimum road safety audit schedule detailed within this Part must be endorsed by Department's Principal Road Design Engineer or delegate.
- 6.8 Acceptance of any proposed changes safety audit schedule shall constitute a **HOLD POINT**.

7 Types of RSA (Section 7)

- 7.1 The Principal has no supplementary requirements for this section.

8 The RSA Process (Section 8)

- 8.1 Road Safety Audits must address the “attributes of the safest road environments” as documented in AGRS Part 6 Section 2.3.

Client Team (Section 8.2.1)

- 8.2 The Commissioner of Highways is “the Client” for roads vested in or under the care, control, and management of the Commissioner.
- 8.3 The Commissioner’s responsibilities are delegated to the following Departmental personnel:
- a) Department’s Technical Services Road Design section is responsible for:
 - i) setting the policy and procedure governing road safety audits;
 - ii) reviewing the audit findings; and
 - iii) endorsing (or otherwise) the audit findings and recommendations
 - b) The Department’s assigned project managers are responsible for ensuring:
 - i) road safety audits are undertaken their responsibilities in accordance with the project requirements;
 - ii) accepting (or rejecting) the audit findings recommendations; and
 - iii) responding to the Roads Safety Audit SA (refer Section 11.4)

9 Commissioning Phase (Section 9)

Selecting the Audit Team (Section 9.4)

- 9.1 The Department’s Requirements for the road safety audit team include:
- a) independent of the designer and the organisation undertaking the design being audited (refer Section 9.6);
 - b) meet the minimum auditor competence requirements (refer Section 9.5);
 - c) comprise a minimum of two members; and
 - d) include at least one Road Safety Auditor prequalified by the Department.
- 9.2 A list of Department prequalified Senior Road Safety Auditor can be found on the Department’s website.
- 9.3 The Independent Design Certifier (IDC), where engaged, may be engaged to also undertake the Road Safety Audits.

10 Conducting Phase (Section 10)

- 10.1 Copies of the road safety audit must be submitted to the Principal, Contractor, and any Independent Design Certifier within five (5) business days of the road safety audit being carried out.
- 10.2 The Contractor must include the road safety audit report, with any relevant road design submissions.
- 10.3 The Contractor must ensure any relevant findings and recommendations of the Road Safety Audit are integrated into the safety in design process to ensure a holistic manage of safety.
- 10.4 The Risk assessments (Section 10.5.1) must be aligned to the Austroads Safe Systems Assessment Framework exposure of a road user to a potential crash in addition to the Likelihood and Consequence.
- 10.5 A road safety audit must be re assessed and updated if any of the following apply:
- a) The design materially changes post acceptance which could impact of road user safety; or

11.4 Endorsement and Acceptance by the Principal of the Road Safety Audit Recommendation and Designers responses shall constitute a **HOLD POINT**.

12 Hold Points

12.1 The following is a summary of Hold Points referenced in this Part:

Table RD-GM-D2 12-1 Hold Points

Document Ref.	Hold Point	Response Time
6.8	Acceptance of changes to the Audit Schedule (if requested)	5 Working Days
10.8	Acceptance of the Audit Report	7 Working Days
11.4	Acceptance of the Audit Report Recommendations	5 Working Days