

PART A - ROAD SAFETY AUDIT PRINCIPLES

1. What is road safety audit?

This field guide has been prepared to assist you while you undertake a road safety audit of a new road proposal. If you need to undertake a road safety review of an existing road, you should obtain and use a copy of the Road Safety Review Field Guide.

"A road safety audit is a formal and detailed examination of a road project by an independent, qualified team of auditors that reports on the potential road safety concerns of the project".

2. The objectives of road safety audit

When you undertake a road safety audit your objective is to identify safety concerns in a road design. Auditors are problem finders. By identifying safety concerns while they are still "pencil lines on a piece of paper" (or mouse clicks on a computer screen) you can make recommendations for changes that will improve safety on the new road. By making changes at the design stage, safety can be built into the new road and the risk to the future road users of that road minimised.

Road safety auditors are problem finders!

A road safety audit assesses a road proposal from the point of view of the safety needs of all the future road users, including–

- Car drivers and passengers
- Pedestrians, bicyclists and motorcyclists
- Truck and bus drivers and passengers
- Auto-rickshaws, and animal drawn vehicles

The outcome of a road safety audit is an audit report that identifies road safety concerns and makes recommendations to remove these or

to reduce their impact. It is the responsibility of the Project Manager to then decide upon and implement these recommendations.

There are five internationally recognised stages of audit:

1. Planning stage - at the completion of the planning phase for a new road project
2. Preliminary design – at the completion of the preliminary design
3. Detailed design - when the detailed design is completed but before the project is put out to Tender
4. During Road Works - to ensure safety at the work site
5. Pre-opening - to ensure the project is as safe as practical prior to “opening”.

A minimum of two auditors must be used on audits in Karnataka, each of whom is registered on the approved PWP&IWTD database of road safety auditors.

The audit policy for the PWP&IWTD requires audits of road projects at one or more stage as detailed on page 5 of this Field Guide.

In Karnataka, all audit teams must have at least two qualified auditors

A good road safety audit will be accomplished when you:

- focus on road safety issues only
- keep relevant standards and guidelines in mind while remembering that compliance with standards does not guarantee that the road will be safe
- consider the needs of all road users (including pedestrians - especially children, cyclists, and motor-cyclists) in all weathers and lighting conditions
- are thorough and comprehensive in your thinking
- are realistic and practical in your findings. But do not rule out options because of cost - it is the client who should decide whether the investment can be justified
- produce your audit report promptly - within two weeks of the audit inspection

3. Audit is more than a compliance check with standards

Remember that an audit is more than a compliance check with standards. Designers are expected to comply with standards but your job is not to check that they have done this. Your job as an auditor is to put yourself into the shoes of the future road users of the road – how will they use the new road and what safety problems may some of them encounter?

You should be aware that total reliance on standards is no guarantee of a safe road. There are many road and traffic situations for which no standards apply, and there are some situations which need more than a standard treatment.

Think broadly and think of potential road safety concerns only.



Consider the safety needs of all road users