



ROAD SAFETY AUDITS

POLICY

ROAD SAFETY AUDITS

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Owner: Department of Transport

Manager: Transport Infrastructure Planning Division

Definitions

- **Road Safety Audit** - is a formal examination of a future road or traffic project or an existing road, in which an independent, qualified team reports on the project's crash potential and safety performance (Austroads).
- **An independent, qualified team** - will consist of a team leader who is formally qualified to undertake a Road Safety Audit at the specified level, has not been directly involved in the previous stages of the project on which a judgment is required and who is supported, where necessary, by a number of appropriately experienced and qualified staff. The team leader and the team members will be sourced from outside the design office.
- **Traffic** - will include all forms of road users; ranging from pedestrians to road trains.
- **The Stages of Road Safety Audit** - for the purposes of this policy, the stages for road safety audits are defined as:

Stage 1 - Feasibility design

Stage 2 - Preliminary design

Stage 3 - Detail design

Stage 4 - Pre-opening design

Stage 5 - Existing roads

When considered necessary, an audit of the constructor's traffic management plan will be required.

Objective

To establish the appropriate timing for road safety audit of roads and road projects under control of the Northern Territory Government.

Background

The Department recognises the need for conducting road safety audits at various logical intervals in the development of road projects.

Whenever they are carried out, Road Safety Audits shall be undertaken in accordance with national practice given in Austroads publication – Road Safety Audit (2002). Appropriate consideration shall be given to vulnerable road users and for unique traffic conditions that exist in the Northern Territory.

Guidelines

The Transport Infrastructure Planning Division will direct which Road Safety Audits stages will be undertaken for all projects where:

- a new road is proposed.
 - a road is to be realigned or upgraded.
 - a change to the movement of traffic is proposed.
 - a change to the arrangement of traffic control devices is proposed.
 - there may be a change in the traffic generated by a development adjacent to a road.
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In General

For all capital roadworks:

- a Stage 3 audit will be required.
- audits from Stage 1 to Stage 4 may be directed dependant on project scope and complexity.

For all urban and intersection roadworks:

- a Stage 3 and Stage 4 audit may be required.

For pavement rehabilitation and major maintenance items:

- a Stage 2 audit will be required (on the existing road).

There will be a need for staff who initiates projects to assess the project complexity and determine whether additional audits are appropriate.