

CCTT Briefing Note on Stage 3 Road Safety Audit for Trams to Newhaven Project

Why has a RSA been conducted?

It is contractual requirement and also complies with guidance set out in the UK Design Manual for Roads and Bridges. Although not a legal document, in the event of a serious or fatal accident it would be regarded as evidence. Failure to act on the recommendations may result in the parties being open to criminal charges. Highway Risk and Liability Claims (Institute of Highway Engineers) discusses the role of RSAs in managing risks and containing claims against local authorities

What should be included in a RSA?

- Details of who supplied the RSA brief, who approved the RSA brief and who approved the RSA team.
- Identification of the RSA team membership as well as the names of other contributors such as the police, maintaining agent and specialist advisors.
- Details of who attended the site visit, the date, time periods when the audit was undertaken and the weather/traffic conditions on the day of the visit. Include the state of completion of the works at the stage 3 RSA.

What should be included in a RSA Response Report?

The RSA Response Report must respond to each of the problems raised, either by:

- accepting the RSA problem and recommendation, or
- accept the RSA problem but suggesting an alternative solution, or
- disagreeing with the RSA problem and recommendation, giving justifiable reasons for their rejection.

(From: [General Principles governing Road Safety Audits](#), Transport Scotland)

What is Stage 3 RSA?

A Stage 3 RSA is conducted after the project is construction complete but before final snagging and acceptance. A Stage 2 RSA was completed after detailed design and a Stage 4 RSA will be conducted usually one year after the start of operations.

What is the content of this Report?

The report shows the auditor's recommendations, the responses of the Contractor (SFN) and Client (CEC) along with the final agreed actions.

When was Audit Undertaken?

No date given for the Audit but believed to be in May 2023

When was Report Agreed?

23 November 2023.

When was Report Published?

No date is provided on the Trams to Newhaven website, but it was after a second FOI was submitted on 16 August 2024.

How many recommendations were made in the Stage 3 RSA?

A total of 145 recommendations have been made including 91 that were carried over from the Stage 2 RSA due to the Auditor's view that these had not been addressed in the construction phase.

What actions have been agreed as a result of the Stage 3 RSA recommendations?

5 actions had been completed by the time that the report was finalised. In 41 cases, SFN has agreed to undertake remedial work to satisfy the concerns of the auditor. In 3 cases, CEC has agreed to undertake

work. In the remaining cases, it was agreed (by SFN and CEC) that no action was required, or some other response was provided that did not require further action.

Have any of the actions agreed to be taken by SFN or CEC been completed?

We have no information about whether these actions have been completed or when this work will occur.

What are examples of recommendations that have been dismissed as requiring no action?¹

- Reduce risk of cyclists falling and being struck by vehicle while crossing tram tracks. (3.1.1, 3.1.4, 3.2.1)
- Improve signage on side streets or business access roads to reduce risk of vehicles emerging from side roads. (3.2.8)
- Widen footpaths to reduce the risk of pedestrians being struck by cyclists. (3.2.16)
- Amend stop lines on side streets to reduce risk of emerging vehicles striking pedestrians and cyclists. (3.2.19)
- Review use of tactile paving to reduce the risk of visually impaired pedestrians. (3.3.14, 3.3.15)

What are examples of recommendations that have been dismissed as requiring CEC monitoring?

- Reduce risk to pedestrians caused by long crossing lengths (without central refuges). (3.1.5)
- Reduce risk to pedestrians being struck by cyclists by relocation/modification of bus shelter. (3.1.6)
- Reduce risk to pedestrians caused by poor design (3.1.7, 3.1.8, 3.1.15)
- Reduce risk of vehicles colliding with kerb lines at start of segregated cycle paths. (3.2.5)
- Improve signage and road markings to reduce risk of vehicle collisions. (4.5.10, 4.5.12, 4.5.14)

What are examples of work that SFN has agreed to undertake?

- Reduce the risk of vehicles skidding due to excess surface water (3.1.1, 3.2.7)
- Install additional signage to reduce the risk of non-tram traffic entering tram lanes. (3.3.2)
- Modify and/or install tactile paving, road studs, corduroy paving, cycle lane segregation and dropped kerbs to reduce risk to pedestrians including visually impaired. (3.3.19, 3.3.22, 3.3.23, 3.3.35, 3.3.37, 4.4.1,)
- Repair cycle lane to reduce risk of cyclists losing control due to uneven surface. (3.3.40)

Notes:

1. The numbers shown in parenthesis refer to the numbers given to the recommendations in the report.