
Director of Engineering Memorandum
DEM 98/19
DEM TITLE: Application of GG 119 Road Safety Audit in Northern Ireland.

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Classification

Level 1 (Title / Key Words):	Road Traffic Regulation (Northern Ireland) Order 1997, RTRO, Traffic Signs Regulations (Northern Ireland) 1997
Level 2 : (Directorate/Owner):	Engineering
Level 3: (DfI Roads HQ or HoBU Managed Function):	Engineering Services – Traffic and Development Control Policy Branch
Level 4 : (Work Areas)	Traffic Management

Purpose

GG 119 'Road Safety Audit' has replaced HD 19/15 as the Departmental standard for completing road safety audits.

This DEM clarifies how GG 119 'Road Safety Audit' is to be applied in Northern Ireland.

Scope

This Memorandum should be brought to the attention of all Department for Infrastructure technical staff involved in the development, management and maintenance of the road network.

Implementation

The policy set out in this memorandum shall take effect from the date of issue.

Definitions

GG 119 uses the term 'Overseeing Organisation' throughout and for Departmental purposes this shall be read as the Project Sponsor.

For the purpose of this DEM, the Project Sponsor is:

- For major works/Strategic road improvement schemes (SRI), the Client PPTO;
- For developer led schemes, the Development Control SPTO; and
- For all other schemes, the Client SPTO.

Director of Engineering Memorandum**DEM 98/19****DEM TITLE: Application of GG 119 Road Safety Audit in Northern Ireland.**

Application of GG 119 in Northern Ireland

GG 119 Road Safety Audit has replaced HD 19/15 which has been withdrawn from the Design Manual for Roads and Bridges and should no longer be used.

GG 119 shall be used to implement Road Safety Audits on highway schemes on all roads in Northern Ireland where the capital improvement value is greater than £250k.

It must be recognised, however, that many schemes with a capital improvement value of less than £250k have the potential to lead to road safety concerns. For all schemes, with a capital improvement value of less than £250k, the Project Sponsor for the scheme shall consider whether it is necessary for a Road Safety Audit to be undertaken or not. GG 119, Appendix A 'Exemption file note template' is to be completed for this purpose.

Where a Road Safety Audit is deemed unnecessary (for schemes > £250k), the reasons for the decision must be clearly documented. Again, GG 119, Appendix A 'Exemption file note template' is to be completed for this purpose.

As a guide, Annex A of this DEM contains a list of the types of schemes where a Road Safety Audit may be warranted together with a list of scheme types where a Road Safety Audit is likely to be unnecessary. The lists are only indicative, not exhaustive. A decision on whether a Road Safety Audit is required or not will very much depend on specific local circumstances.

Notes on Road Safety Audit Teams

The Road Safety Audit (RSA) team shall be independent from the design team. RSA teams should include staff with design, traffic management and road safety engineering experience. The Project Sponsor may accept a RSA team leader and RSA team that embraces all three disciplines but with the flexibility to accommodate the staff skills available.

Within DfI Roads, if necessary, RSA teams drawn from the Client and Design & Consultancy Services staff could be established to meet any shortfalls.

Amendments to GG 119

Delete Paragraph 5.40 and replace with;

Site visits shall be carried out by at least two members of the RSA team.

References

Director of Engineering Memorandum**DEM 98/19****DEM TITLE: Application of GG 119 Road Safety Audit in Northern Ireland.**

1. General Principles and Scheme Governance General Information, GG 119 Road Safety Audit.
<http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol5/section2/GG%20119%20Road%20Safety%20Audit-web.pdf>

Equality

This policy implements a standard that has been subject to equality screening on a United Kingdom basis. This policy adapts the national standard for use in Northern Ireland, and is for the application of technical guidance aimed at ensuring new schemes are designed safely and without any inherent flaws. It has undergone EQIA screening and it was considered that a full Equality Impact Assessment was not required as any potential impact will need to be considered at a local level on a scheme-by-scheme basis.

Rural Needs

This guidance has undergone Rural Needs Impact screening and it was considered that a full Rural Needs Assessment was not required as any potential impact will need to be considered at a local level on a scheme-by-scheme basis.

Privacy

No personal information will be gathered as a result of the application of this so a Privacy Impact Assessment is not required.

P.A. Hamilton
Director of Engineering (Acting)
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Annex A

The list of scheme types below is not comprehensive and should only be used as a guide when considering whether a Road Safety Audit is required for schemes of a capital improvement value of less than £250k:-

SCHEMES* WHERE A ROAD SAFETY AUDIT MAY BE NECESSARY

- New road construction
- Carriageway realignment
- Full and mini roundabouts
- Single and double right turning lanes
- Signalised junctions
- Cycling facilities
- Road reconstruction with material changes to alignment and/or carriageway width
- Temporary traffic management arrangements, not associated with the construction of a highway scheme
- Major temporary traffic changes during construction
- Alterations to traffic control, junction type or changes in priorities
- Major alterations to existing facilities for pedestrians, cyclists and disabled road users
- Development led schemes that tie into the existing road network (normally undertaken by the developer)
- Lay-bys.

SCHEMES* WHERE A ROAD SAFETY AUDIT MAY NOT NORMALLY BE NECESSARY

- Sightline improvements
- Traffic calming schemes
- Carriageway resurfacing
- Footway improvements
- Anti Skid measures
- Verge strengthening
- Refuges
- Erection of road signs, street lighting and bus shelters where they are erected in accordance with Departmental guidelines.

* Capital Improvement Value less than 250k.