



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

TII Publications



Road Safety Audit

GE-STY-01024

May 2025

About TII

Transport Infrastructure Ireland (TII) is responsible for managing and improving the country's national road and light rail networks.

About TII Publications

TII maintains an online suite of technical publications, which is managed through the TII Publications website. The contents of TII Publications is clearly split into 'Standards' and 'Technical' documentation. All documentation for implementation on TII schemes is collectively referred to as TII Publications (Standards), and all other documentation within the system is collectively referred to as TII Publications (Technical).

Document Attributes

Each document within TII Publications has a range of attributes associated with it, which allows for efficient access and retrieval of the document from the website. These attributes are also contained on the inside cover of each current document, for reference.

TII Publication Title	<i>Road Safety Audit</i>
TII Publication Number	<i>GE-STY-01024</i>

Activity	<i>General (GE)</i>		Document Set	<i>Standards</i>
Stream	<i>Safety (STY)</i>		Publication Date	<i>May 2025</i>
Document Number	<i>01024</i>		Historical Reference	NRA HD 19

TII Publications Website

This document is part of the TII publications system all of which is available free of charge at <https://publications.tii.ie/>. For more information on the TII Publications system or to access further TII Publications documentation, please refer to the TII Publications website.

TII Authorisation and Contact Details

This document has been authorised by the Director of Professional Services, Transport Infrastructure Ireland. For any further guidance on the TII Publications system, please contact the following:

Contact: Standards and Research Section, Transport Infrastructure Ireland
Postal Address: Parkgate Business Centre, Parkgate Street, Dublin 8, D08 DK10
Telephone: +353 1 646 3600
Email: infoPUBS@tii.ie

TII Publications



Activity:	General (GE)
Stream:	Safety (STY)
TII Publication Title:	Road Safety Audit
TII Publication Number:	GE-STY-01024
Publication Date:	May 2025
Set:	Standards

Contents

1. Introduction	1
2. Road Safety Audit	3
3. References	8
Appendix A:	9
Scheme Type and Audit Stage	9
Appendix B:	14
Road Safety Audit Process Flow Chart.....	14
Appendix C:	16
Road Safety Audit Feedback Form.....	16

**Updates to TII Publications resulting in changes to
Road Safety Audit GE-STY-01024**

Date: December 2017

Page No:

Section No:

Amendment Details:

This Standard supersedes the March 2015 version of GE-STY-01024. The principal changes are as follows:

- a) Minor changes to some text where experience of the safety audit process has identified a need for clarification. e.g. Opening of road should only occur on completion of Stage 3 process unless traffic management is in place.
- b) Reference to national roads throughout document removed as it is now identified in the scope of the document.
- c) The requirement to request available collision data for Stage 4 Road Safety Audits has been removed.
- d) A requirement to notify the TII Road and Tunnel Safety Section of the dates of Stage 3 and Stage 4 Road Safety Audits has been added.

Date: May 2025

Page No:

Section No:

Amendment Details:

This Standard supersedes the December 2017 version of GE-STY-01024. The principal changes are as follows:

- a) Reference to the EU Directive on Road Infrastructure Safety Management and the associated Statutory Instrument have been updated.
- b) Appendix A Scheme Type and Audit Stage has been expanded to cover a greater variety of situations.
- c) The scope of Road Safety Audit Stage F has been expanded.
- d) Minor changes to text where experience of the safety audit process has identified a need for clarification.

Contents Table

1. Introduction	1
1.1 General.....	1
1.2 Scope	1
1.3 Definitions.....	1
2. Road Safety Audit	3
2.1 Schemes to be Audited.....	3
2.2 Scope of the Audit	3
2.3 Safety, Health and Welfare at Work Act	3
2.4 Stages of Audit	3
2.5 Project Management.....	4
2.6 Audit Brief	5
2.7 Audit Team Approval For National Road Schemes	5
2.8 Site Visits.....	6
2.9 Audit Report.....	6
2.10 Designer Response on Feedback Form	6
2.11 Exception Report	7
2.12 Audit Completion	7
3. References.....	8
3.1 TII Publications (Standards)	8
3.2 TII Publications (Technical)	8
3.3 Other Documents.....	8
Appendix A:	9
Scheme Type and Audit Stage	9
Appendix B:	14
Road Safety Audit Process Flow Chart.....	14
Appendix C:	16
Road Safety Audit Feedback Form.....	16

1. Introduction

1.1 General

This Standard outlines the requirements for Road Safety Audit in the management of the Irish national road infrastructure. It describes the roles and responsibilities of those engaged in the management of road safety and it outlines the procedures to be followed to address the requirements of the EU Directive 2019/1936, which amended Directive 2008/96/EC on road infrastructure safety management, and its transposition into Irish Law under the European Communities (Road Infrastructure Safety Management) Regulations S.I 612 of 2021.

The objective of this Standard is to ensure that the road safety implications of all schemes are fully considered for all users of the road and others affected by the scheme.

1.2 Scope

This Standard sets out the procedures required to implement Road Safety Audits on National Road Schemes. It defines the relevant schemes and stages in the design and construction at which audits shall be undertaken.

1.3 Definitions

1.3.1 Road Safety Audit:

The evaluation of a road scheme during planning, design, construction and early operation, to identify potential safety hazards which may affect any type of road user, and to suggest measures to eliminate or mitigate those problems.

1.3.2 Road Scheme:

A scheme which results in new road construction or permanent change to the existing road or roadside layout. This includes any scheme which results in a change to the road or roadside layout that is initiated and/or executed for commercial or private development.

1.3.3 Client:

The organisation managing the various phases of scheme preparation and supervision of construction, or as defined in the Contract

1.3.4 Designer:

The Design Team undertaking the various phases of scheme preparation and supervision of construction.

1.3.5 Audit Team:

A competent Audit Team consists of a minimum of two persons, independent of the Designer and approved by the Overseeing Organisation.

For schemes designed by the Contractor the Audit Team shall be from a completely separate organisation to the Contractor or Designer.

1.3.6 Audit Team Leader (ATL):

The person appointed as Audit Team Leader.

1.3.7 Audit Team Member (ATM):

A qualified member of the Audit Team.

1.3.8 Audit Trainee (AT)

An Engineer who wishes to train as a road safety auditor, and who takes part in the audit as a named Trainee.

1.3.9 Director:

TII Head of Road Safety, where the scheme is a National Road Scheme.

1.3.10 Exception Report:

A report submitted by the Client and Designer together to the Director. Each report covers an item in the Audit Report where the Designer and the Audit Team cannot agree appropriate means of addressing a safety problem identified by the Audit.

1.3.11 Overseeing Organisation:

For National Road Schemes the Overseeing Organisation is Transport Infrastructure Ireland (TII). Where the scheme is not a National Road Scheme and this Standard is being applied, the appropriate Overseeing Organisation shall be the relevant road authority.

1.3.12 TII Road Safety Audit Approvals System:

The method of obtaining approval for road safety auditors and road safety audit teams for audits of National Road Schemes. <https://web.tii.ie/rsa>

2. Road Safety Audit

2.1 Schemes to be Audited

This Standard shall apply to all National Road Schemes. This includes work carried out under agreement with the Overseeing Organisation resulting from developments alongside or affecting National Roads and National Road Schemes.

A Road Safety Audit is required on any piece of road infrastructure which requires a design. No Audit is required on like-for-like repair or replacement of existing road infrastructure.

Tables A1 and A2 in Appendix A contain the requirements for Audit for each type of Scheme, and also the relevant Audit Stages to be carried out.

A Departure from Standard is needed for omission of any required audit stage.

2.2 Scope of the Audit

The Road Safety Audit shall only consider matters that have an adverse bearing on road safety. It shall consider safety under all operating conditions.

The primary purpose of a Road Safety Audit is to identify potential safety hazards within the scheme design or construction as they could affect all road users. A Road Safety Audit is not a check of compliance with design standards. The audit shall not be concerned with structural safety.

This Standard applies to arrangements between developers and road authorities regarding Road Safety Audits of the road and traffic elements of development planning proposals.

During the course of scheme preparation and construction, personnel within the Designer and Audit Team may change. Where possible, the same Audit Team should be used for each stage of audit throughout the scheme delivery to ensure a consistent approach.

For Stage 1 and following audit stages the formulation of recommendations for dealing with the identified hazards should make allowance for the fact that strategic decisions on matters such as route choice, junction type, standard of provision and Departures from Standards should already reflect the optimum balance of a number of factors, including safety.

2.3 Safety, Health and Welfare at Work Act

The Audit Team should comply with current legalisation and best practice in relation to health and safety while undertaking Road Safety Audits.

It is important to ensure that the report from each stage of Road Safety Audit is received by the relevant Project Supervisor for the Design Process for the scheme, and placed within the Safety File.

2.4 Stages of Audit

Road safety audits and subsequent actions shall generally be completed at specific stages in the preparation of the scheme. These stages are:

- **Stage F:** Options selection, prior to route choice.
- **Stage 1:** Completion of preliminary design, prior to land acquisition procedures.

- **Stage 2:** Completion of detailed design, prior to tender of construction contract. In the case of Design and Build contracts, a Stage 2 audit shall be completed prior to construction taking place.
- **Stage 1 & 2:** Completion of detailed design, prior to tender of construction contract, for small schemes where only one design stage audit is appropriate and drawings suitable for a Stage 2 audit are available.
- **Stage 3:** Completion of construction; where practicable this should be prior to opening of the scheme, or part of the scheme, to traffic.
- **Stage 4:** Early operation at 2 to 4 months' post road opening with live traffic.

In certain circumstances some of the stages may be omitted. Refer to Table A1 and Table A2 in Appendix A.

Where no previous stage audit has been undertaken, those factors that would normally be considered at an earlier stage shall be included as necessary.

Stage F audits shall be completed where a choice of routes or other options is available. Stage F audits shall be carried out in two parts. Part 1 shall be a comparative assessment of the options from a road safety point of view. Once the option has been chosen, Part 2 of the audit shall be carried out on the chosen option, in the standard problem and recommendation format.

Stage F when combined with a Road Safety Review Report, as set out in the TII Project Manager's Manual for National Road Projects PE-PMG-02042, shall constitute a Road Safety Impact Assessment as defined in EU Directive 2019/1936.

Where a Stage 1 & 2 audit is completed it will be the only design stage audit before construction. It is therefore necessary that the level of detail in the design submitted for a Stage 1 & 2 audit is the same as that expected for a Stage 2 audit.

Stage 4 audits require an assessment of road safety in light of actual behaviour of road users during early operation. The approval process and audit procedure for the Stage 4 audit is the same as for all other audit stages.

2.5 Project Management

Appendix B outlines the Road Safety Audit Process by means of an Audit Flow Chart. The same process applies to all Road Schemes, whether designed by the Employer or by the Contractor.

The Client shall provide the link between the Audit Team Leader and Designer for dealing with queries or requests for additional information.

The Client shall liaise with the Designer and initiate the audit process at the appropriate stages, ensuring that sufficient programme time is available to complete the full audit procedure. This should include an allowance for the incorporation of design changes.

The Client shall ensure that the Audit Team is given due notice of when the scheme will be ready for audit and the date by which the report shall be required.

The Client is responsible for ensuring that representatives of An Garda Síochána and those responsible for network management are invited to attend the Stage 3 and Stage 4 site visits, and given reasonable notice to attend. For National Road Schemes the Client must ensure that the TII Road Safety Section (infosafety@tii.ie) is invited to attend the Stage 3 and Stage 4 site visits and is given a minimum of 10 working days' notice of the site visit dates.

It is the responsibility of the Client to ensure that agreed recommendations and Director's Decisions from the road safety audit stages are implemented in the design and construction of the scheme.

2.6 Audit Brief

The Client shall prepare an Audit Brief describing the audit required and the works that it will cover.

The list below describes the items that should be provided to the Road Safety Audit team, where relevant.

- The Client organisation and a contact name;
- The Design organisation and a contact name;
- Design Brief or design report that describes the scheme and objectives;
- Departures from Standard;
- Scheme Drawings;
- Other scheme details, e.g. signs schedules, traffic signal staging, environmental constraints;
- Collision data for existing roads affected by the scheme, if appropriate;
- Traffic surveys, including pedestrian and cycle movements, for existing roads affected by the scheme;
- Previous Road Safety Audit Reports and Designer Responses /Feedback Form;
- Previous Exception Reports;
- Date Audit Report is required;
- Any other relevant information.

2.7 Audit Team Approval For National Road Schemes

For National Road Schemes and schemes affecting National Roads, the Client shall register the scheme and each audit on the TII Road Safety Audit Approvals System (RSAAS) at <https://web.tii.ie/rsa>. Before each audit is carried out the Client shall receive approval of TII through RSAAS to appoint a competent Audit Team.

Each stage of audit is a separate entity, for instance a Stage 1 Audit is a unique audit separate from a Stage 2 Audit. Each Audit Team approval is for that stage only; the team is not approved to carry out all stages of audit relating to an individual scheme.

Each Audit requires closure, by completing the RSAAS report upload and feedback process, before approval can be given for the next stage of audit. A completed audit report will include a completed Feedback Form and signatures of all parties concerned.

TII training and experience requirements for Road Safety Audit Teams are subject to change and are detailed in GE-STY-01025 Road Safety Audit – Audit Team Qualifications which can be downloaded from the TII Publications website.

2.8 Site Visits

A site visit shall be carried out at the first audit stage being undertaken by an Audit Team. Site visits shall also be carried out at Stage 2, unless otherwise agreed with the Client, and always at Stage 3 and Stage 4.

Site visits shall be carried out by all members of the Audit Team together at every stage requiring a site visit.

The team shall take into account the topography, local amenities, tie-ins of the scheme and any other relevant details.

The Stage 3 and Stage 4 site visits shall be made during both daylight and darkness.

2.9 Audit Report

For each stage of audit, the Audit Team shall prepare a written report for the Client, who shall copy the report to the Designer. The Client, in consultation with the Designer, shall act on the recommendations contained in the report.

The report must clearly identify

- the scheme;
- the audit stage;
- the information supplied to the Audit Team;
- confirmation of approval from TII to the Client for appointment of the Audit Team; and
- the Audit Team membership, including the names of others present as Audit Trainees and those present as observers at Stage 3 and Stage 4 site visits.

The body of the report should be kept brief and shall contain descriptions of the specific road safety problems that the Audit Team believes may be created. It should include reasoning in support of the findings, together with the Audit Team's recommendations to eliminate or mitigate the potential hazards identified.

The report must contain a signed statement by each Audit Team member confirming team membership and independence from the Designer.

2.10 Designer Response on Feedback Form

The Designer in consultation with the Client shall consider the Audit Report and prepare a Designer Response to each of the recommendations, using the Feedback Form included in Appendix C.

The response shall state clearly whether each recommendation is accepted, rejected, or whether an alternative recommendation is proposed. Copies of the Designer Response shall be sent to the Client and the Audit Team.

The Audit Team shall then consider the Designer Response and indicate on the Feedback Form whether the Designer's response to each recommendation is accepted.

All responses are then considered by the Client who then indicates acceptance of the final recommendations.

This process results in an agreed Feedback Form signed off by all three parties – Client, Designer and Audit Team Leader. For National Road Schemes the process is repeated online through the Feedback Form process on the RSAAS portal, whereby TII acceptance of the completion of an audit stage is obtained.

2.11 Exception Report

For those cases where the Designer and the Audit Team cannot agree appropriate means of addressing a safety problem identified by the audit, an Exception Report must be prepared on each disputed item in the audit report.

The Exception Report should be prepared and submitted by the Client, in consultation with the Designer. It must address only those items in the Audit Report for which an Exception Report is necessary.

Exception Reports must be sent to the Director of the Overseeing Organisation for decision. The final decision to accept or reject the disputed recommendations rests with the Overseeing Organisation.

The Exception Report Decision Form is then provided by the Overseeing Organisation to the Client for action on the decision.

For National Roads and National Road Schemes:

- the Director of the Overseeing Organisation is the TII Head of Road Safety.
- the Exception Report is uploaded by the Client to the RSAAS portal, and the Director's Decision is also provided through the RSAAS portal in the form of an Exception Report Decision Form.

2.12 Audit Completion

The audit stage is completed when

- the Feedback Form has been accepted and signed by all three parties, and
- completion of the audit stage has been accepted by TII on RSAAS portal.

In the event of an Exception Report, the audit stage will be complete when the Overseeing Organisation has issued the Exception Report decision form.

Completion of this process for the Stage 3 audit is required prior to any part of the scheme being opened to traffic without the presence of temporary road works traffic management.

Copies of the Final Completed Audit Report, including the completed Feedback Form and Exception Report, if any, shall be provided by the Client to the following:

- a) Designer,
- b) Audit Team Leader

For National Roads and National Road Schemes, the RSAAS portal allows all parties in the Road Scheme to view and download Audit Reports, Feedback Form, Exception Reports and Director's Decision.

The Client shall ensure that all agreed recommendations from the Road Safety Audit are implemented.

3. References

3.1 TII Publications (Standards)

Transport Infrastructure Ireland. GE-STY-01027 Road Safety Audit Guidelines. TII Publications.

3.2 TII Publications (Technical)

Transport Infrastructure Ireland. GE-STY-01025 Road Safety Audit – Audit Team Qualifications. TII Publications.

Transport Infrastructure Ireland. PE-PMG-02042 TII Project Managers Manual for National Road Projects.

3.3 Other Documents

Transport Infrastructure Ireland. PE-PDV-02045. Traffic and Transportation Assessment Guidelines.

Directive (EU) 2019/1936 of the European Parliament and of the Council of 23 October 2019 amending Directive 2008/96/EC on road infrastructure safety management.

European Communities (Road Infrastructure Safety Management) Regulations S.I 612 of 2021.

Appendix A:

Scheme Type and Audit Stage

Table A1 Work For Which No Audit Required

No Audit is required on like-for-like repair or replacement of existing road infrastructure		
Broad Scheme Type	Example Scheme Description	
Pavement	Pavement repair such as patching, edge strengthening which does not result in widening the carriageway, inlay works with similar materials.	No Audit Required
	Pavement overlay which does not change the cross section, vertical alignment, camber or superelevation	No Audit Required
	Surface rejuvenation such as mechanical abrasion etc.	No Audit Required
	Surface dressing of an existing carriageway	No Audit Required
Signs and Road Markings	Replacement of a worn road sign with a new road sign of the same type	No Audit Required
	Replacement of a damaged road sign with a new road sign of the same type	No Audit Required
	Refreshment of existing worn road markings	No Audit Required
	Replacement of worn or missing road studs	No Audit Required
	Reduction in speed limit that does not require relocation of signs	No Audit Required
Safety Barrier	Replacement of a length of damaged safety barrier with barrier of the same or similar type.	No Audit Required
Other	Removal of isolated roadside boulder or other similar hazard	No Audit Required

Table A2 Audit Stages Required

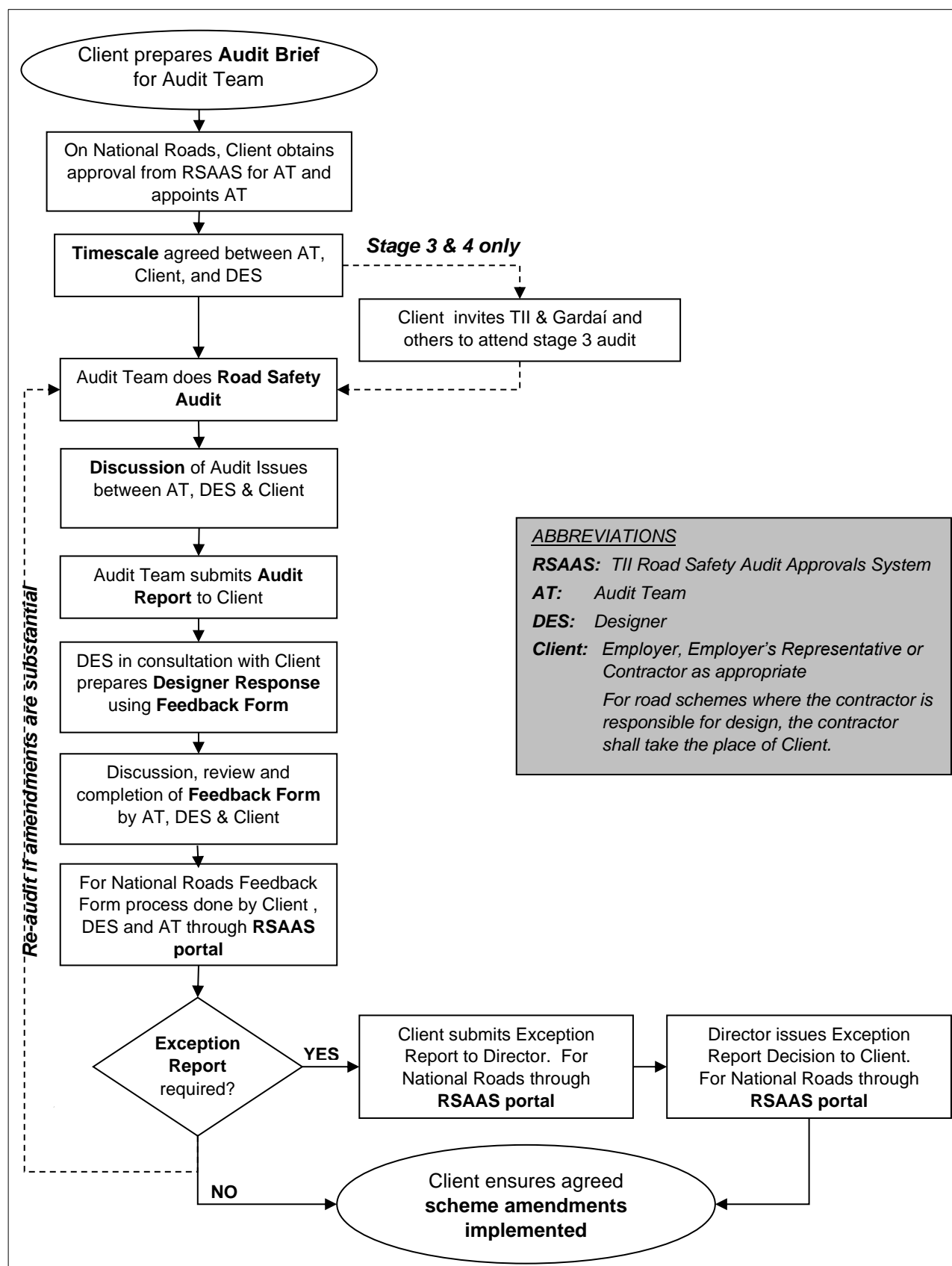
Audit is required on any piece of road infrastructure which requires a design							
Broad Scheme Type	Example Scheme Description	X Audit Stages Required (X) Alternative to St 1 and St 2					
		F	1	2	1&2	3	4
New Road Alignment, Road Realignment and Reallocation of Roadspace	Road scheme with multiple route and/or junction options.	X	X	X		X	X
	On-line road scheme		X	X		X	
	New junction or access onto the road		X	X		X	
	Realignment of bend		X	X		X	
	Realignment of junction		X	X		X	
	Alteration of type of junction control, such as traffic signals, mini roundabout etc.		X	X		X	
	Sight line Improvements		X	X	(X)	X	
	Active travel scheme with multiple route and/or junction options	X	X	X		X	
	Active travel scheme		X	X		X	
Pavement Improvements	Change to the existing cross section, widening or narrowing the pavement				X	X	
	Change to the existing vertical alignment				X	X	
	Change to the existing pavement which affects the horizontal or vertical alignment of public or private entrances				X	X	
	Change to existing camber or superelevation				X	X	
Safety Barrier	Installation of new safety barrier				X	X	
	Upgrade to an existing safety barrier				X	X	
	Upgrade of an existing terminal				X	X	
	Replacement of an entire safety barrier installation				X	X	

Audit is required on any piece of road infrastructure which requires a design							
Broad Scheme Type	Example Scheme Description	X Audit Stages Required (X) Alternative to St 1 and St 2					
		F	1	2	1&2	3	4
Signs & Road Markings	Installation of road signs: Single installation, multiple installations, or addition or amendment to sign on existing supports				X	X	
	Installation of road signs requiring installation of major supports, such as a gantry		X	X		X	
	Installation of road markings which results in a change to the existing road marking layout and/or its meaning				X	X	
Kerbing	Installation of kerbs in the verge and/or hard shoulder		X	X		X	
	Installation of kerbs in the centre of the pavement		X	X		X	
	Installation of kerbs and footpaths		X	X		X	
	Installation of pedestrian and cycle crossing, both informal and formal crossing points		X	X		X	
Public Transport	Installation of kerbs in the verge and/or hard shoulder		X	X		X	
	Installation of passenger shelters		X	X		X	
	Installation of signs and posts				X	X	
	Creation of new bus stop		X	X		X	
Landscaping	Installation of art feature		X	X		X	
	Landscaping with or without SUDS		X	X		X	
Lighting	Installation of traffic route lighting				X	X	
	Change to the lighting level and type of existing lighting					X	

Audit is required on any piece of road infrastructure which requires a design							
Broad Scheme Type	Example Scheme Description	X Audit Stages Required (X) Alternative to St 1 and St 2					
		F	1	2	1&2	3	4
Safety Enforcement	Installation of safety camera				X	X	X
Commercial and Private Development	A development, meeting the criteria for a Traffic and Transport Assessment as defined in PE-PDV-02045 Traffic and Transportation Assessment Guidelines	X	X	X		X	X
	Any development that does not meet the criteria for a Traffic and Transport Assessment as defined in PE-PDV-02045 Traffic and Transportation Assessment Guidelines		X	X		X	

Appendix B:

Road Safety Audit Process Flow Chart



Appendix C:

Road Safety Audit Feedback Form

Road Safety Audit Feedback Form		
Scheme:		
Audit Stage:	Route No.	Date of Audit

To be Completed by Designer				To be Completed by Audit Team Leader
Paragraph No. in Safety Audit Report	Problem accepted (yes/no only)	Recommended measure accepted (yes/no only)	Describe alternative measure(s). Give reasons for not accepting recommended measure. Only complete if recommended measure is not accepted.	Alternative measures or reasons accepted by auditors (yes/no)

Signed: _____	Designer: _____	Date: _____
Signed: _____	Audit Team Leader _____	Date: _____
Signed: _____	Client: _____	Date: _____



Ionad Ghnó Gheata na Páirce,
Stráid Gheata na Páirce,
Baile Átha Cliath 8, D08 DK10, Éire



Parkgate Business Centre,
Parkgate Street,
Dublin 8, D08 DK10, Ireland



www.tii.ie



info@tii.ie



+353 (01) 646 3600



+353 (01) 646 3601