



In response to queries from councils and e-scooter shared scheme providers, this **Frequently Asked Questions (FAQ)** document addresses:

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Background

Safety is at the forefront of everything Transport for NSW (Transport) does and is central to the E-scooter Shared Scheme Trial (the trial).

Trials of shared e-scooters will introduce a new road user group and type of vehicle for NSW roads. Experience in other jurisdictions indicates that careful management is needed to mitigate the risk of road trauma.

This is why Councils and their nominated providers are required to complete an appropriately scoped road safety assessment following the Transport for NSW's Guidelines for Road Safety Audit Practices. Depending on the risks in the proposed trial environment, this can range from a Road Safety Check to a formal Existing Road or Thematic Road Safety Audit (RSA). Technical support is available from Transport to help Council to scope and deliver the requirement.

1. What are the Road Safety Audit Practices?

The [Transport for NSW's Guidelines for Road Safety Audit Practices](#) provides a framework (RSA Framework) that allows for either a Road Safety Audit, including an Existing Road or Thematic Road Safety Audit, or Road Safety Check depending on the level of road safety risk. The RSA Framework provides a reasonable, but not absolute, hazard identification method for road users with a particular focus on the reduction of fatal and serious injuries.

A **Thematic Road Safety Audit (RSA)** is a type of audit that focuses on a specific road safety concern – i.e. with respect to E-scooter safety. An RSA must be led by a lead auditor who is currently registered at Level 3 accreditation listed on the Register of Road Safety Auditors.

Consistent with the Guidelines, the minimum activities for an RSA are:

- Assess the road and road related areas by inspecting the site during day and night conditions (if the Trial includes night time use).
- Record and document road safety risks and hazards identified during the inspection.
- Prepare a RSA report (template in Appendix F of the Austrroads Guide to Road Safety: Part 6 Road Safety Audit).
- Demonstrate and document how the road safety risks and hazards identified are proposed to be mitigated and/or reduced so far as is reasonably practicable. This should be undertaken in consultation with the respective council.

The **Road Safety Check** applies the Road Safety Audit principles and can be completed with a reduced team and is less resource intensive, therefore generally **lower cost**. A Road Safety Check still performs the same intended function as a Road Safety Audit.

A Road Safety Check must be conducted by a **road safety professional** (rather than only by an accredited auditor). See Transport for NSW's Guidelines for Road Safety Audit Practices for explanation of the skills and experience needed by a road safety professional within the Road Safety Check process.

It is likely that many Councils will have qualified staff who can conduct or be involved in Road Safety Checks, and Transport for NSW can also provide support to Councils.

2. What type of Road Safety Audit Practice is needed for a trial location?

Lower risk trial location

If the entire proposed location is a **lower risk environment**, it is acceptable to complete a Road Safety Check in order to satisfy the Road Safety Audit requirement.

Examples of lower risk proposed locations include:

- Controlled, low-speed environments (such as where use is wholly or mostly on paths) with relatively low traffic volumes that have lower risks at the road/site level.
- Networks that are low in complexity (uniform and limited in size), meaning that the assessment is sufficient to enable detailed information to be produced in the report.
- Locations with limited conflict points with different road users (namely motor vehicles and vulnerable road users including pedestrians),

Moderate and higher risk trial locations

If the proposed trial location is (or includes) a moderate or higher risk environment, the RSA will need to be scoped.

The scoping is important as it will inform how long the RSA will take, what it will look at in detail, and its cost. Transport can support this process.

These types of environments can include:

- **larger areas with on-road use proposed** (for example, a significant precinct, suburb, multiple suburbs or whole LGA - where there may be more potential conflict points or variations in road environment), or conflict points with different road users **or**
- **areas with foreseeable safety risks and on-road use proposed** (for example, areas that cross busy roads or include busy precincts as well as lower risk roads and paths)

The type of audit required is an RSA. If the auditors deem it appropriate, Transport will accept Thematic (road user specific) audits as outlined in the Austrroads Guide to Road Safety: Part 6 Road Safety Audit.

The important thing is to take a risk-based, targeted approach. Transport can support Councils and their preferred auditors in scoping to save time and costs and ensure the key safety risks are captured.

The RSA **does not** need to include every road and path in the proposed trial area. It can be a risk-based sample of sites and road types in the proposed location that is representative of the key safety risks for e-scooter use across the broader area.

Transport can assist with the **scoping** of the RSA. The key principles for scoping moderate and higher risk trial locations include:

- **key sections** of the bicycle paths, shared paths, and roads at a trial location (with speeds up to 50 kilometres per hour) are required to be audited.
- focus on **significant hazards** to vulnerable road users (i.e. – pedestrians, bicycle riders, and e-scooter riders) and key sections of road/paths where they are most at risk from e-scooter use.
- focus on sites that are likely to involve **significant interaction** of e-scooter users and/or other road users, including pedestrians and cyclists (e.g. – main streets, town centres or transport interchanges).
- prioritise potential **conflict points** between various road users of varying mass, speed and size (e.g. -key intersections or changes in road and traffic environment).
- include parts of the network known to exhibit **safety concerns** (crash history) and/or other deficiencies that may pose a risk such as previous road safety audits.
- consider the topography of the proposed area (e.g. steep gradients, legibility of path etc.)
- areas (within a larger proposed area) that are considered a lesser risk and of a similar type, where the auditor would expect risks to be of a similar nature (for example, low volume, low speed residential streets with one lane in each direction), can be briefly assessed or excluded from detailed review, provided the audit has covered the key foreseeable risks in the trial area overall.

3. Who can conduct a Road Safety Audit or Road Safety Check?

Transport requires either council or their nominated e-scooter provider(s) to engage a practicing professional registered on Transport's Register of Road Safety Auditors to conduct RSAs.

Alternatively, Councils can use council staff if they have the required level of accreditation as Road Safety Auditors and are independent of the trial proposal.

A Road Safety Check must be conducted by a **road safety professional** (rather than only by an accredited auditor).

Transport has previously funded formal training in Road Safety Audits for local government staff across NSW, delivered through the Institute of Public Works Engineering Australasia (IPWEA NSW). If appropriately trained/accredited council staff are available, they can be involved in the audit team or conduct Road Safety Checks to minimise cost and ensure local input.

4. Who should be on the audit team and what tasks need to be completed?

In accordance with Transport for NSW's Guidelines for Road Safety Audit Practices and the Austrroads Guide to Road Safety: Part 6 Road Safety Audit, audit teams must:

- Consist of at least two (2) people and no more than four (4) people.
- Consist of a Lead Auditor who is currently registered at Level 3 accreditation listed on the Register of Road Safety Auditors at the time the audit is conducted.
- One other audit team member must be currently registered at Level 2 accreditation or higher listed on the Register of RSAs at the time the audit is conducted.

5. What is the cost of RSA and is there support available to Councils?

Costs to Council of the RSA will depend on the proposed trial area and proposed Council arrangement with e-scooter providers. They can range from minimal in the case of Road Safety Checks (where completed by appropriately experienced Council staff, supported by Transport), to a higher cost if the trial area is large, complex and an independent, external auditor is engaged. For example, a low complexity, well scoped RSA of a proposed location that includes shared path use and some on-road interaction could be delivered for \$15,000-\$20,000, within 1-2 weeks (indicatively).

Transport can provide support to councils by contributing to the scoping of the RSA, being involved in completing Road Safety Checks, as well as being part of the audit team.

Transport can be contacted directly about the support available at e-scootertrial@transport.nsw.gov.au.

6. Further advice and support

This FAQ is a living document and will be updated in response to Council feedback and needs.

Transport can provide further advice and support to councils and providers on applying Transport for NSW's Guidelines for Road Safety Audit Practices for trials. Contact e-scootertrial@transport.nsw.gov.au for more information.