

Revision	Description of Change	Date	Signature
01	First Issue	02-Mar-2026	-

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Glossary of Terms

Term	Definition
High Collision Location (HCL)	A site on the network which exceeds two thresholds. The first based on collision frequency and a second based on a collision rate.
National Road	Means a public road or a proposed public road which is classified as a National Road under section 10 (amended by section 11 of the Act of 2007) of the Act of 1993.
Network Safety Analysis	A means of classifying parts of the existing road network according to their potential for safety development and accident cost savings.
Network-wide Road Safety Assessment (NWA)	The evaluation of accident and impact severity risk, based on an analysis of high accident concentration sections and a visual examination of the in-built safety of the National Road network.
Road Infrastructure Safety Management (EU RISM Directive)	Refers to the European Directive 2019/1936, amending the Directive (EU) 2008/96/EC, which sets out a regulatory framework aimed to reduce road fatalities and serious injuries across the EU. The EU RISM Directive was transposed into Irish Law under the European Communities (Road Infrastructure Safety Management) Regulations S.I. 612 of 2021.
Road Safety Audit (RSA)	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.
Road Safety Impact Assessment (RSIA)	A strategic comparative analysis of the impact of a new road or a substantial modification to the existing road network on the safety performance of the road network.
Road Safety Review Report (RSRR)	A data collection and analysis process to collate, assess and record the current road safety conditions associated with a National Road project.
Road Safety Inspection	An ordinary periodical verification of the characteristics and defects that require maintenance work for reasons of safety.

1 Road Safety Review

1.1 General

These Guidelines define a Road Safety Review and outline the structure and content of the Road Safety Review Report required at Phase 1 (Concept & Feasibility) of the TII Project Management Guidelines (PMG).

The Guidelines should be read in conjunction with the following TII Publications:

- GE-STY-01024 Road Safety Audit;
- GE-STY-01027 Road Safety Audit Guidelines;
- PE-PMG-02041 Project Management Guidelines;
- PE-PMG-02042 Project Manager's Manual for National Road Projects; and
- DN-GEO-03030 Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes.

1.2 Where does the requirement for a Road Safety Review come from?

The Road Safety Review Report is needed to meet the requirements of TII Publication PE-PMG-02041 Project Management Guidelines, PE-PMG-02042 Project Manager's Manual for National Road Projects and DN-GEO-03030 Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes.

1.3 What is a Road Safety Review?

A Road Safety Review is a data collection and analysis process at initial project development to assess and record the current road safety conditions associated with a National Road project or projects affecting National Roads. The review is both qualitative and quantitative in nature, so that it can (i) collate the existing available data and (ii) analyse this data and the existing road network for the identification of patterns, issues or trends.

The Road Safety Review Report should record this process to a level of detail commensurate to the scale, complexity and purpose of the project.

The Report should set out the assessment of existing road safety issues in the project study area, including at a minimum, the Network-wide Road Safety Assessment (NWA), the High Collision Locations (HCLs) and Road Safety Inspection (RSI) items. This will contribute to the determination of Project Need, Project Objectives, and will inform the Feasibility Report, as outlined in TII Publication PE-PMG-02042.

The Road Safety Review Report is not a Road Safety Audit, and so duplication of the contents of Road Safety Audits should be avoided. Road Safety Review does not replace or preclude Road Safety Audit, which is carried out by an approved Audit Team independent of the design process. The requirements for Road Safety Audit are set out in TII Publication GE-STY-01024.

A flowchart is provided in Appendix A which sets out guidance for undertaking the Road Safety Review process.

1.4 When to Undertake the Road Safety Review?

A Road Safety Review Report should be prepared in TII PMG Phase 1 (Concept and Feasibility), in accordance with TII Publication PE-PMG-02041.

Where a project is not funded by TII and is not following the eight-phase TII Project Management Guidelines process, but still requires a Road Safety Impact Assessment under the EU RISM Directive,

the Road Safety Review will be undertaken before the commencement of the preliminary option development and selection process, and the Stage F Road Safety Audit.

It is recommended that a Road Safety Review should be undertaken during the preparation of County Development Plans and Local Area Plans, where zoning objectives may require a new junction or access on to a National Road or modifications to an existing junction on to a National Road.

1.5 Who Should Undertake the Road Safety Review?

The Road Safety Review is an integral part of the design process and is to be carried out by the Design Team. No team approvals from TII are required for those undertaking the Road Safety Review.

A specific Road Safety Review site visit is not required for the completion of the report, however it is expected that the Design Team members carrying out the Review will have visited the site during the early stages to inform the description of the existing conditions and identification of existing issues.

1.6 Structure and Content of the Report

A report should be prepared following the Road Safety Review. Table 1-1 provides guidance on the content of the Road Safety Review Report sections and relevant sub-sections.

The Road Safety Review Report should stand alone as a separate document without the need to reference other reports relating to the project. This therefore is likely to necessitate the inclusion of drawings, photographs and a summary of the data collection, all of which should be included as appendices.

Table 1-1: Report Structure

Section	Sub-Section
Introduction	Project Background
	Project Description
	Study Area and Area of Influence
Data Collection Process	Network-wide Road Safety Assessment (NWA)
	High Collision Locations (HCLs)
	Network Safety Analysis (Collision Rates)
	Collision Data
	Road Safety Inspections (RSIs)
	Previous Studies
	Transport Surveys
Existing Road Safety	Collision Data Analysis
	Data Analysis Summary
Problem Definition and Road Safety Objectives	Problem Definition
	Road Safety Policy Fit (Need for Project)
	Road Safety Objectives
Conclusions and Recommendations	-
Appendices	Data Collected
	Drawings/maps, where relevant

1.6.1 Introduction

The first section of the Road Safety Review Report introduces the project and comments on any relevant project history. The introduction should define the project and its objectives by:

- Summarising the overall objectives of the project. For example, to increase junction capacity, to remove traffic from a village, to eliminate poor alignment, to provide an amenity or public transport service etc.; and
- Clarifying whether the major objective of the project is to address road safety issues.

The introduction should describe the study area and the area of influence of the project. This will clarify the extents of the surrounding road network where any options would affect the operation and safety of the network, including the likely changes to drivers' route choice and choice of travel mode or time, and thus the likely effects on traffic patterns.

The entire study area should be examined in the Road Safety Review Report so that like can be compared with like. For instance, different transport modes or options under consideration may have varying tie-in locations within a study area and so the study area used should be based on the option with the largest extents.

Where a National Road Project is following TII Publication PE-PAG-02012 Project Appraisal Guidelines Unit 3.0 - Feasibility Report, the Appraisal Study Area as defined in that document should be examined in the Road Safety Review.

1.6.2 Data Collection Process

The relevant publicly available road safety data should be collated from the sources outlined in this section. Data which is not publicly available should be requested from TII via infosafety@tii.ie, unless otherwise stated.

For National Road Projects, the Project Manager for the road authority should make the request to TII within a single email communication where possible, for efficiency and ease of coordination.

Non-National Road Project data requests should be directed towards the relevant road authority.

The data received should be collated and summarised in the report. Where applicable, detailed information should be included in the appendices.

Network-wide Road Safety Assessment

The Network-wide Road Safety Assessment (NWA) is a structured method of evaluating the safety of the National Primary Road network. The objective of the NWA is to provide a cost-effective safety assessment of the network, based on the evaluation of both the historic collision data and the design characteristics of the road. NWA levels for National Primary Roads are available at <https://www.tii.ie/en/technical-services/safety/road-safety/road-infrastructure-safety>.

High Collision Locations

High Collision Locations (HCLs) are sites on the National Road network which exceeds two thresholds. The first based on collision frequency and a second based on a collision rate. High Collision Locations should be requested from TII via infosafety@tii.ie.

Network Safety Analysis (Collision Rates)

The Network Safety Analysis provides a collision rate for the National Road network in Ireland. The Collision Rate is the ratio between the frequency of collisions over a length of road and an exposure measure, typically in the form of vehicle kilometres of travel over the same section. Collision rate datasets are available at <https://data.tii.ie>.

Collision Data

Collision data contains information on collisions such as date, location, severity, road conditions, environmental conditions, primary collision type, damage to property and the speed limit. Collision data for at least the most recent five years available should be used for the collision analysis. Collision data should be requested from TII via infosafety@tii.ie.

Road Safety Inspections

Road Safety Inspection (RSI) is an ordinary periodical verification of the characteristics and defects that require maintenance work for reasons of safety on the road network. Road Safety Inspection findings should be requested from TII via infosafety@tii.ie.

Previous Studies

Any previous safety reviews or audits carried out on all, part or surrounding the study area should be examined and summarised.

Transport Surveys

Existing transport survey data should be summarised briefly, either from transport surveys and speed surveys undertaken for the project or from the TII Traffic Monitoring Unit (TMU) data available at <https://trafficdata.tii.ie>. Where available, survey data on pedestrian, public transport user or cyclist counts should also be summarised.

1.6.3 Existing Road Safety

An analysis of all data collected should be undertaken and summarised, including:

- Examining the existing collision statistics and carrying out collision analyses for at least the most recent five years of data available;
- Establishing any patterns in the collision data, collision rates and any high collision locations, either stretches of road or single sites at junctions or other conflict points;
- Reviewing the findings of Road Safety Inspections (RSIs); and
- Reviewing the findings of the transport and speed survey information available for the project.

The level of detail of the analysis undertaken should be commensurate to the scale, complexity and purpose of the National Road project.

1.6.4 Problem Definition and Road Safety Objectives

Problem Definition

Define the road safety problems (if any) with reference to the existing issues identified within the data analysis above.

Indicate if a major part of the stated project objectives is to address a road safety problem.

Road Safety Policy Fit (Need for Project)

Briefly summarise the relevant national, regional and local public policies and strategies relating to road safety.

Road Safety Objectives

Define the Road Safety Objectives of the proposed project, highlighting any specific objectives to remove a particular road safety problem on the existing road network.

The objectives will usually include addressing the existing road safety problems (if any), but there may be further objectives, such as improving pedestrian/cyclist access to an amenity or improving public transport access. Such issues may not be currently manifesting in collision statistics, but may either address suppressed demand and latent road safety problems or may indirectly affect the existing road safety problems.

1.6.5 Conclusions and Recommendations

The final section of the Road Safety Review Report should summarise the findings of the report and recommend how the findings should be used to inform the Feasibility Report, the development of preliminary options in TII PMG Phase 2 and, if required, the Stage F Road Safety Audit.

1.6.6 Appendices

Appendices should include all data necessary to understand the Road Safety Review Report as a separate document without the need to reference other reports. This is likely to necessitate inclusion of drawings, photographs, reports and the data collected.

1.7 Subsequent Actions to the Report

For all National Road Projects, the Project Manager in the relevant road authority should submit the Road Safety Review Report for information to the TII Road Safety Section (infosafety@tii.ie) during TII PMG Phase 1 (Concept and Feasibility).

TII Road Safety Section may convey comments to the Project Manager on the Road Safety Review Report for projects being delivered to TII Publication PE-PMG-02041 Project Management Guidelines and where a Stage F Road Safety Audit is being undertaken. If changes are required, a revised report

should be submitted to TII. Once the TII Road Safety Section are satisfied that all comments have been addressed, the report can be finalised before the conclusion of TII PMG Phase 1.

The final Road Safety Review Report will be used by the Design Team to inform the option selection process in TII PMG Phase 2.

2 Policy Context and Other Assessments

2.1 Compliance with EU RISM Directive and Irish Law

A Road Safety Impact Assessment (RSIA), as defined by the EU RISM Directive and S.I. 612, will comprise the following:

- i. A Road Safety Review Report, as outlined in this document;
- ii. A Stage F (Part 1) Road Safety Audit (as required by TII Publication GE-STY-01024); and
- iii. A Cost-benefit Analysis Report (regarding the forecast reduction in vehicular collisions and safety benefits that shall accrue for each option).

The Options Selection Safety Appraisal undertaken in TII PMG Phase 2 will summarise the findings of the documents listed above, as outlined in Section 2.1.5.3.2 of TII Publication PE-PMG-02042 as part of the Safety Appraisal of relevant schemes.

A checklist of how the requirements of the EU RISM Directive are addressed by the Road Safety Review Report, Stage F (Part 1) Road Safety Audit and Cost-benefit Analysis are included in Appendix B.

2.2 Road Safety Review Report and the Options Selection Process

The Road Safety Review Report together with the Stage F (Part 1) Road Safety Audit and Cost-benefit Analysis Report will contribute to the Options Selection Process and Safety Appraisal Summary undertaken in TII PMG Phase 2 as shown in Figure 2-1, for relevant schemes.

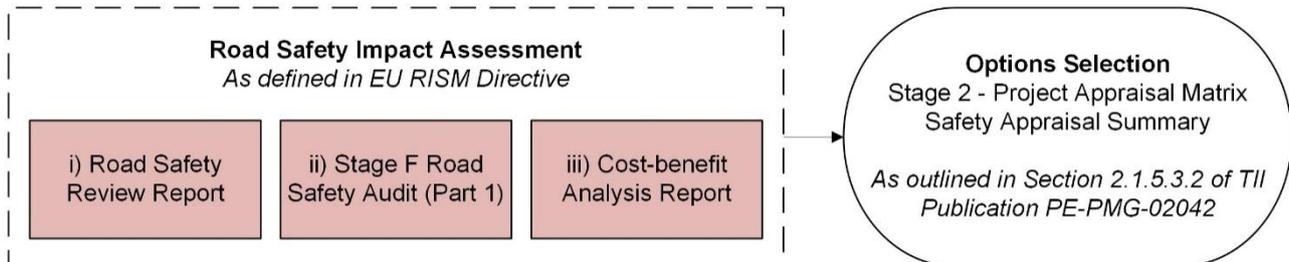


Figure 2-1: Road Safety Review Report and the Options Selection Process

2.3 Road Safety Review and the Stage F Road Safety Audit

The Road Safety Review Report will be prepared in TII PMG Phase 1 before the Stage F Road Safety Audit (carried out in TII PMG Phase 2 Option Selection) in order to comprehensively inform the Independent Road Safety Audit Team of the current road safety conditions of the project study area.

The Road Safety Review Report should be included in the Stage F Road Safety Audit Brief provided to the Independent Road Safety Audit Team in TII PMG Phase 2. The Independent Road Safety Audit Team will use the Road Safety Review Report to understand the existing collision history within the study area, noting any patterns in the collisions and any high collision locations, either stretches of road or single sites at junctions or other conflict points.

The Design Team should meet with the Stage F Road Safety Audit Team to review the findings of the Road Safety Review Report and the Stage F Road Safety Audit (Part 1) before the completion of the Option Selection Safety Appraisal in TII PMG Phase 2.

The Road Safety Review Report does not rank the project options in terms of road safety. This is undertaken within the Stage F (Part 1) Road Safety Audit.

3 References

3.1 TII Publications (Standards)

Transport Infrastructure Ireland. GE-STY-01024 Road Safety Audit.

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

3.2 TII Publications (Technical)

Transport Infrastructure Ireland. PE-PMG-02041 Project Management Guidelines.

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

Transport Infrastructure Ireland. PE-PAG-02012 Project Appraisal Guidelines Unit 3.0 - Feasibility Report.

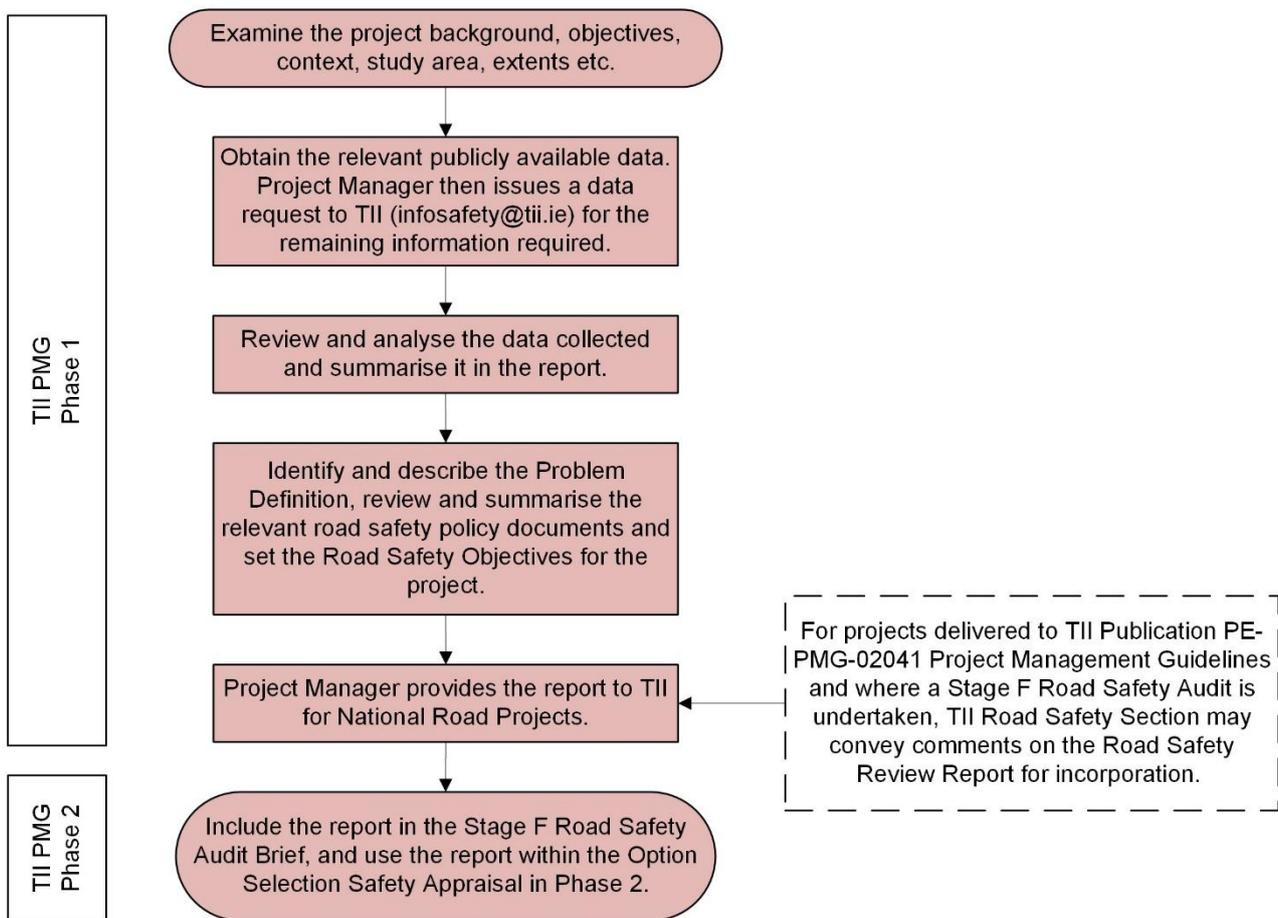
3.3 Other Documents

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 – Road Safety Review Process Flow Chart

The flow chart below shows the workflow which should be followed in the development of the Road Safety Review Report.



Appendix B - Checklist for Satisfying the Requirements of RISM (Annex I)

The table below summarises how the Road Safety Review Report, together with the Stage F (Part 1) Road Safety Audit and Cost-benefit Analysis satisfy the requirement for Road Safety Impact Assessment (RSIA) within the EU RISM Directive.

Criterion	Road Safety Review Report <i>TII PMG Phase 1</i>	Stage F Road Safety Audit (Part 1) <i>TII PMG Phase 2</i>	Cost-benefit Analysis <i>TII PMG Phase 2</i>
Indicative elements of Road Safety Impact Assessment - EU Directive 2008/96/EC (Annex I Section 1)			
Problem definition	✓		
Current situation and 'do nothing' scenario	✓		
Road safety objectives	✓		
Analysis of impacts on road safety of the proposed alternatives		✓	
Comparison of the alternatives, including cost-benefit analysis		✓	✓
Presentation of the range of possible solutions		✓	
Elements to be taken into account - EU Directive 2008/96/EC (Annex I Section 2)			
Fatalities and accidents, reduction targets against 'do nothing' scenario		✓	✓
Route choice and traffic patterns		✓	✓
Possible effects on the existing networks (e.g. exits, intersections, level crossings)		✓	✓
Road users, including vulnerable users (e.g. pedestrians, cyclists, motorcyclists)		✓	✓
Traffic (e.g. traffic volume, traffic categorisation by type), including estimated pedestrian and bicycle flows determined from adjacent land-use attributes		✓	✓
Seasonal and climatic conditions		✓	✓
Presence of a sufficient number of safe parking areas		✓	✓
Seismic activity	-	-	-



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