

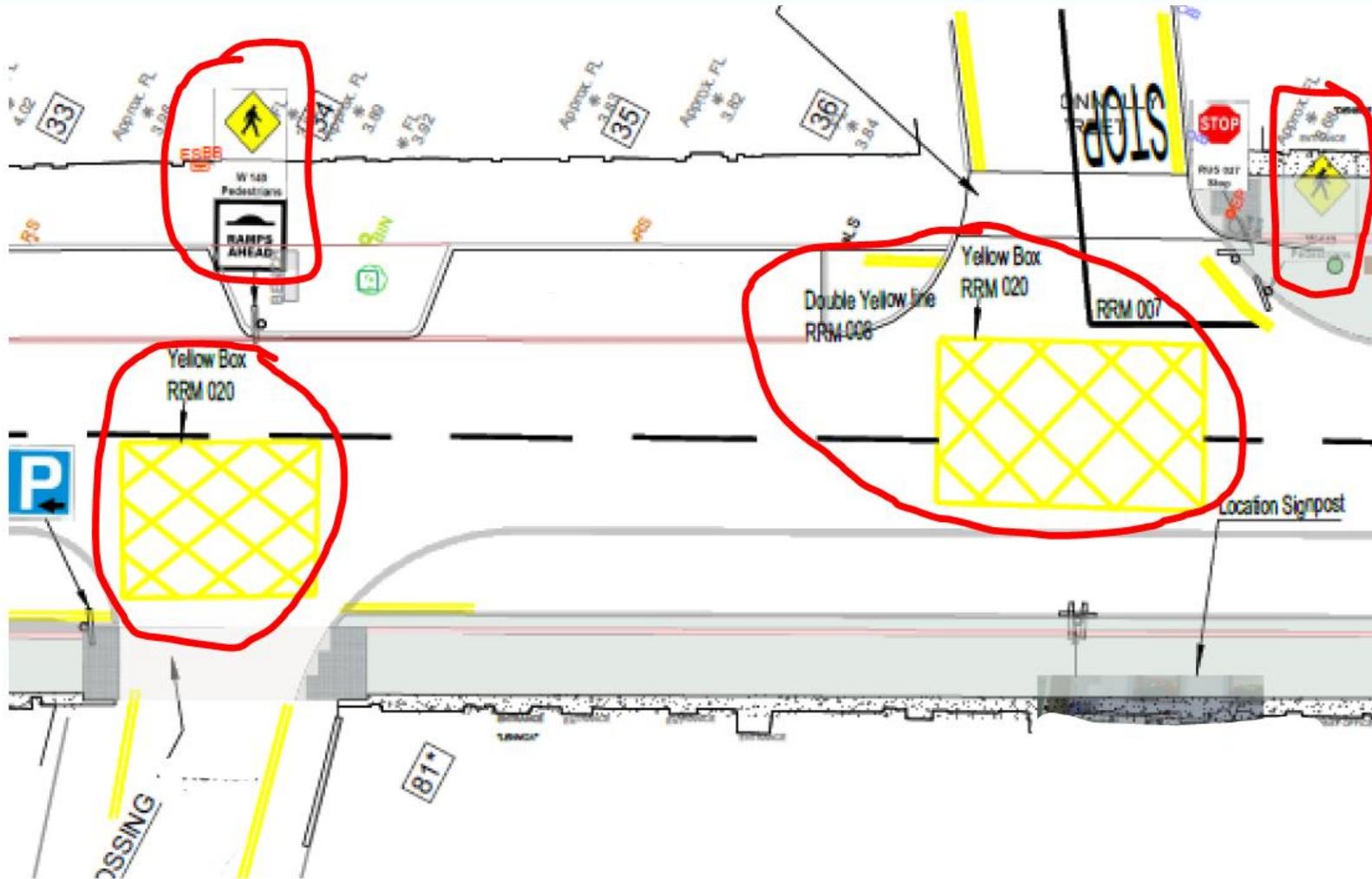
Road Safety Auditing of Urban Schemes

23/06/2021

Focus of Road Safety Audit – Urban Designs

- Full suite of psychological and physical design measures - lower operating speed;
 - Signage and lines to address road safety concerns. – Is this appropriate /should a wider package of design measures be recommended to assist with a self regulating street design?
 - Trees – benefits to the design.
 - Measures implemented in isolation- caution as may not fully address the operation speed and context of the street/location.
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Road Safety Audit- Signs & Lines



- Don't dilute the design -
- Excess signage and lining in urban core, needed??

Road Safety Audit - Trees



- Trees – May affect sightline – momentary obstruction ok.
- Low branches may conflict with cyclists/peds- clear stem 2.5

Focus of Road Safety Audit – Urban Designs

Pedestrian Priority zone/ Measure implemented in isolation:

Problem: Driver may not be aware of pedestrian priority zone ahead

Recommendation: Provide warning sign to highlight the presence of pedestrians ahead.

Or

Problem: It is proposed to implement the pedestrian priority zone in isolation. Drivers passing through the pedestrian priority zone may not fully appreciate the priority that is being given to pedestrians through that area. This is of particular concern at the courtesy crossings but also at the adjoining junctions and accesses. The lack of hard and soft landscaping on the approaches results in a decreased sense of place with reduced influence over driver speed.

Recommendation. The characteristics of the design require the context of the street to be readily identifiable to motorised users at they are approaching and not just at the crossing. Ensure the full suite of design measures are provided on approach to and through the scheme to alert drivers to the change in driving condition and promote an improved sense of place to the street.



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