
COISLEY HILL, WOODHOUSE PROPOSED ZEBRA CROSSING

ROAD SAFETY AUDIT STAGE 1 [PRELIMINARY DESIGN]

REPORT

**DEVELOPMENT SERVICES
TRANSPORT, TRAFFIC & PARKING SERVICES – ROAD SAFETY**
Safety Audit Ref: TE/16-528/LT121/ST1
Date: 26th October 2016

Nalin Seneviratne
Acting Director of Development Services
Howden House
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The officer dealing with this Safety Audit is Ashley Carnall, telephone 2736161 or e-mail: ashley.carnall@sheffield.gov.uk

COISLEY HILL, WOODHOUSE PROPOSED ZEBRA CROSSING

STAGE 1 ROAD SAFETY AUDIT REPORT [PRELIMINARY DESIGN]

1.0 Introduction

1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the preliminary design of a proposed zebra crossing on Coisley Hill, Woodhouse, Sheffield. The RSA was carried out at the request of James Burdett of TTAPS Design & Delivery, and was received via email dated 29 September 2016. This is the first formal RSA of the proposals.

1.2 The Audit Team Membership for this RSA was:

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|----------------|---|
| Ashley Carnall | (Team Leader for this RSA) Road Safety Audit Coordinator, TTAPS – Road Safety, Development Services, Sheffield City Council |
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| Dean Barker | (Team Member for this RSA) Consultant Road Safety Auditor, TTAPS – Road Safety, Development Services, Sheffield City Council |
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1.3 The involvement of a specialist advisor was not considered necessary at this stage.

1.4 The RSA was undertaken in accordance with the Sheffield City Council Road Safety Audit Standard 2005 and comprised an examination of the drawings detailed at Appendix A, and visits to the site. The site visit took place on the morning of Friday 21 October 2016. At the time of the visit the road surface was dry and the weather was fine. Traffic flows were moderate and NMU movements were light.

1.5 The Auditors have examined and reported on the road safety implications for the scheme as presented and have not examined or verified the compliance of the designs to any other criteria.

1.6 All comments and recommendations are referenced to Problem Location plan numbered TE/16-528/LT121/ST1/01 included at Appendix B.

1.7 This Stage 1 RSA was completed on 26th October 2016.

2.0 Scheme Description

- 2.1 The improvement proposes to provide a new zebra crossing on Coisley Hill in the vicinity of Woodhouse West Primary School.
- 2.2 Full details of the proposals are given in Appendix A.

3.0 Notes for the Design Team - Unresolved Issues

- 3.1 In accordance with the Arbitration Procedure [outlined in the Sheffield City Council Road Safety Audit Standard 2005], after the Design Team has given due consideration to the problems raised by the Audit Team [and meetings have taken place between the Design Team and the Audit Team] any changes made to the design shall be submitted to the Audit Team for that part of the scheme to be re-audited.
- 3.2 Items in the Audit report that are not acted upon, either because they are felt to be outside the terms of reference of the project or deemed not appropriate by the Design Team should be included in an Exception Report. The Exception Report should be prepared by the Design Team, on behalf of the Project Sponsor, giving the reasons for rejection together with any alternative solutions and sent to the Arbiter with a copy to the Audit Team.
- 3.3 The Arbiter is to be the Head of Transport, Traffic and Parking Services or his nominees.

4.0 Supporting Information – Historical Collision Data

- 4.1 No personal injury collisions have been recorded within the limits of the proposals in the most recent five year period available (i.e. up to 30/06/2016)

5.0 Problems Raised in this Stage 1 Road Safety Audit

Problems relate to preliminary design GA drawing SD-LT121-P1

5.1 PROBLEM

Location: Reference 5.1 on Plan TE/16/LT121/ST1/01 at Appendix B – Coisley Hill, northern footway on approach to proposed crossing

Summary: Lamp column in centre of footway likely to impinge drivers' forward views to beacon and/or child pedestrians waiting to cross, with resulting increased risk of pedestrian collisions

There is a lamp column in the centre of the footway in the above location, approximately 5m in advance of the proposed crossing location. The lamp column is relatively wide (an old concrete column), and could under certain conditions impinge upon drivers' forward views to the beacon and pole. This could reduce driver anticipation of the crossing and so increase reaction times, with a resulting increased risk of collisions with pedestrians.

The column could also adversely affect views to child pedestrians under some conditions.

It is furthermore noted that the column is positioned in the centre of the footway in a location where pedestrian volumes will be high at times (school changeover times), and therefore presents an unnecessary obstruction.

RECOMMENDATION

Relocate the column to the rear of the footway.

DESIGN TEAM RESPONSE

Agreed.

ROAD SAFETY AUDIT TEAM RESPONSE

Accepted.

End of Problems Raised and Recommendations Offered in this Stage 1 Road Safety Audit

6.0 Audit Team Statement

I certify that this RSA has been carried out in accordance with the Sheffield City Council Road Safety Audit Standard 2005.

AUDIT TEAM LEADER

Ashley Carnall
Road Safety Audit Coordinator
TTAPS – Road Safety
Development Services
5th Floor Howden House
1 Union Street
Sheffield City Council
S1 2SH

Signed: *A Carnall*

Dated: 26th October 2016

AUDIT TEAM MEMBER

Dean Barker
Consultant Road Safety Auditor
TTAPS – Road Safety
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5th Floor Howden House
1 Union Street
Sheffield City Council
S1 2SH

APPENDIX A

Road Safety Audit Brief (list of drawings and documents considered)

Document Reference: Stage 1 RSA brief received by email dated 29 September 2016 from James Burdett, included on following pages.

List of Information considered in this Stage 1 RSA;

Drawings: -

- SD-LT121-P1 General Arrangement

Other Documents: -

- Results of Site Speed Survey
- Personal Injury Collision data (5 calendar years to 30 June 2016); No collisions recorded

SCHEME TITLE – 1590 Coisley Hill Zebra Crossing (TP/LT121)

ROAD SAFETY AUDIT STAGE 1 – AUDIT BRIEF

1. Drawings

See attached

2. History

A scheme comprising traffic calming measures on Coisley Hill, principally intended to reduce the incidence of pedestrian collisions, and to facilitate the withdrawal of the existing school crossing patrol service, was developed in 2014. This scheme was not approved by Councillors following receipt of a petition which was fundamentally objecting to the restriction on parking in the area.

3. Description of the Project

There is no longer justification for the road safety elements of the scheme (no accidents in the last 5 years) but the client still wishes to progress with a zebra crossing outside the school. Design Team has therefore re-designed the original proposal.

4. Proposals

The scheme includes the following:

- A zebra crossing with minor footway widening on the southern side
- Extended zigzags (10 marks) on the westbound approach
- Retention of three parking spaces outside the shop
- New waiting restrictions

5. Departures from Standard

None.

6. Accident data

No collisions recorded

7. Previous RSA Reports

None.

8. Additional Information

Speed data was provided to the Design Team, taken at a position to the west of the proposed crossing. This showed that both eastbound and westbound speed at the 85th percentile are 29mph. However Design Team felt a further check was warranted on the westbound approach to the crossing.

Surveys were carried out on Monday 25 October 2016, 16.00-16.30, at the junction with Wolverley Road. Weather was wet and no vehicles were parked outside the shop, meaning traffic was free flowing. The speeds of 50 vehicles were taken. 85th percentile speed was 29mph. Further information can be provided if necessary.

Following the survey, Design Team parked a vehicle in the position where parking would be permitted outside the shop, at the extent of the proposed zig zags. The photo below demonstrates the visibility, which is 50m.

It was noticeable that parking in this area slowed westbound vehicles, in a similar manner to that of a formal priority give way, although speeds have not been taken at that precise point under such a scenario.



James Burdett
Senior Engineer
29 September 2016

APPENDIX B
Problem Location Drawings

List of Drawings:

TE/16-528/LT121/ST1/01

