

## **Local Safety Schemes Criteria**

The Local Safety schemes programme is a citywide strategy to reduce road traffic collisions, particularly focused on reducing killed and seriously injured (KSIs) casualties by implementing road safety engineering schemes at sites with the highest injury collision rates in the City.

Road Safety engineering schemes reduce the number and severity of collisions, reduce the fear of collisions, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment. The current approach is to implement road safety engineering schemes at sites with the highest injury collision rates in the City.

## **Background**

The Council receives numerous requests for road safety measures and ideally we would like to be able to respond to most of them. However, limitations on the capital funding available to the Council means that we have to assess and prioritise locations for action according to an agreed criteria.

Although we cannot know where the next collision may occur, it is more likely to happen at a location having a history of previous collisions than one with few or none. In identifying locations with recurrent collision problems we can focus our attentions effectively on locations where measures are most urgently needed and where they will make the biggest difference in improving road safety in Sheffield.

## **Current Local Safety Schemes Criteria**

A site scores points based solely on collision types and numbers. 'Lengths' of road and particular locations (such as a junction or a bend) known as a 'spot' are prioritised separately. The sites are then listed in priority order with the highest scoring sites first.

Following this the top scoring sites are then subject to a more detailed analysis of the collision problems to see if there is scope for road safety measures that could be implemented.

## **How it works**

Lengths and spots are prioritised separately. A length being a section of a road or whole length of road and a spot being a location such as a junction or bend.

The criteria applied to searching for sites to commence the collision investigation and prevention process is the following: -

### **Initial criteria**

For spots - A minimum of 6 collisions (any type or severity) within 30 metres over 5 years **or**

- 2 or more KSI collisions **or**
- 2 or more pedestrian collisions **or**
- 2 or more pedal cyclist collisions

For lengths - A minimum of 6 injury collisions pro-rata over 50 metres over 5 years.

### **Then a site scores:**

- 1 point per collision (all types) over 5 years.
- Add 3 points per killed or seriously injured collision (KSI) over 5 years.
- Add 2 points per pedestrian collision over 5 years
- Add 2 points per pedal cycle over 5 years

### **Local Safety Schemes Priority list and Programme**

The top sites in each group (spots and lengths) are carried forward for further investigation / feasibility work if they have a high number of collisions that were the same type and / or where it was felt that there is scope for road safety measures that could be implemented to try and reduce collisions.

Some sites in the top of the list will be eliminated if: -

- Recent changes had been made at that site.
- Or, the site is already included in other plans for improvements.
- Or it would be prohibitively expensive to carry out improvements
- Or there are no suitable engineering measures that would target and improve the collision problem. Some sites may have many different types of collisions rather than a number of collisions of the same type.