



Government of Jersey

HAVRE DES PAS PEDESTRIAN CROSSINGS

Stage 1 & 2 Road Safety Audit





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GENERAL COMMENTS

1. INTRODUCTION

1.1. GENERAL

1.1.1. WSP has been commissioned by [REDACTED], Government of Jersey (Department for Infrastructure, Housing and Environment), to carry out a Stage 1 & 2 Road Safety Audit on the proposed raised pedestrian crossings along Havre des Pas, St Helier.

1.1.2. The road safety audit team membership was the following:

[REDACTED] Road Safety Audit Team Leader
Associate
WSP

[REDACTED] Road Safety Audit Team Member
Associate
WSP

The Audit Team was approved by [REDACTED], the Audit Sponsor.

1.1.3. This audit took place on site during November 2021, and the site was examined by [REDACTED] and [REDACTED] together during daylight hours between 10:00 and 11:30 on 10th November 2021. The site was also visited by [REDACTED] and [REDACTED] on the same day during the hours of darkness between 21:00 and 21:15.

1.1.4. The weather during the site visit was overcast and the carriageway surface was dry.

1.1.5. The Road Safety Audit also comprised an examination of the documents and drawings supplied to the Road Safety Audit Team, referenced in Appendix A of this report. The location of problems raised can be found in Appendix B.

1.1.6. The terms of reference for the audit are as described in the Government of Jersey Road Safety Audit Policy.

1.1.7. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audit. No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

1.1.8. Accident data (2015 – 2019) provided for this Road Safety Audit shows that there were 23 road traffic collisions within this 5-year period, 3 of which were serious and 20 were slight. 34% of vehicles involved in the collisions were motorcycles (40% of the casualties) and 18% were pedal cycles (26% of the casualties). Pedestrians accounted for 11% of the casualties. 8 of the 23 collisions occurred in August.

1.1.9. No previous Road Safety Audits have been carried out for this scheme.

1.2. PURPOSE OF SCHEME

1.2.1. The scheme comprises of two-lane single carriageway and forms part of the coast road into / through St Helier from the east of the Island. It is a pedestrian heavy area with access to the seafront and numerous tourist-centric businesses.

The aim of the scheme is to improve the driveability of the road with improved carriageway quality, as well as improved pedestrian safety with the inclusion of 7 no raised tables acting as 'courtesy crossings' across the length of the scheme.

1.2.2. The proposed works included:

- removal and replacement of the existing pavement
- installation of 7 no raised tables with associated drainage, road marking, kerb and footway works
- build out kerblines around the western side of the bellmouth into Roseville Street

1.2.3. At the time of the road safety audit the scheme comprised the installation of seven raised table crossings. The designer has indicated that, subject to the outcome of ongoing consultations, some of the crossings may be omitted from the final scheme to be taken forward.

1.2.4. Additional general comments / explanations are included in Appendix C.

2. PROBLEMS IDENTIFIED AT THIS STAGE 1 & 2 ROAD SAFETY AUDIT

2.1. LOCAL ALIGNMENT

No problems of this type were identified during this audit.

2.2. GENERAL

No problems of this type were identified during this audit.

2.3. JUNCTIONS

No problems of this type were identified during this audit.

2.4. WALKING, CYCLING AND HORSE RIDING

No problems of this type were identified during this audit.

2.5. TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

No problems of this type were identified during this audit.

End of Problems identified and Recommendations offered in this Stage 1 & 2 Audit

3. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with the Government of Jersey Road Safety Audit Policy.

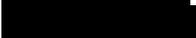
AUDIT TEAM LEADER


Associate

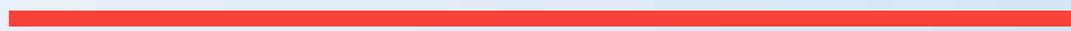
Sign 

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Appendix A



DOCUMENT LIST

List of documents and plans considered during this Stage 1 & 2 Road Safety Audit:

Road Safety Audit Brief (Form B)

Drawings - General

1964-0100-0001	Scheme extents and Site Location
1964-0100-101	Core Location Plan Sheet 1 / 2
1964-0100-102	Core Location Plan Sheet 2 / 2
1964-0200-0001	Site Clearance Sheet 1/2
1964-0200-0002	Site Clearance Sheet 2/2
1964-0500-0001	Works to Existing Chambers & Proposed Drainage Sheet 1/2
1964-0500-0002	Works to Existing Chambers & Proposed Drainage Sheet 2/2
1964-0700-0002	Pavement Details Sheet 2/2
1964-1100-0001	Kerbs and Footways Sheet 1/2
1964-1100-0002	Kerbs and Footways Sheet 2/2
1964-1200-0001	Road Marking Details Sheet 1/2
1964-1200-0002	Road Marking Details Sheet 2/2
1964-1400-001	Service Ducts

RTC_HDP Summary

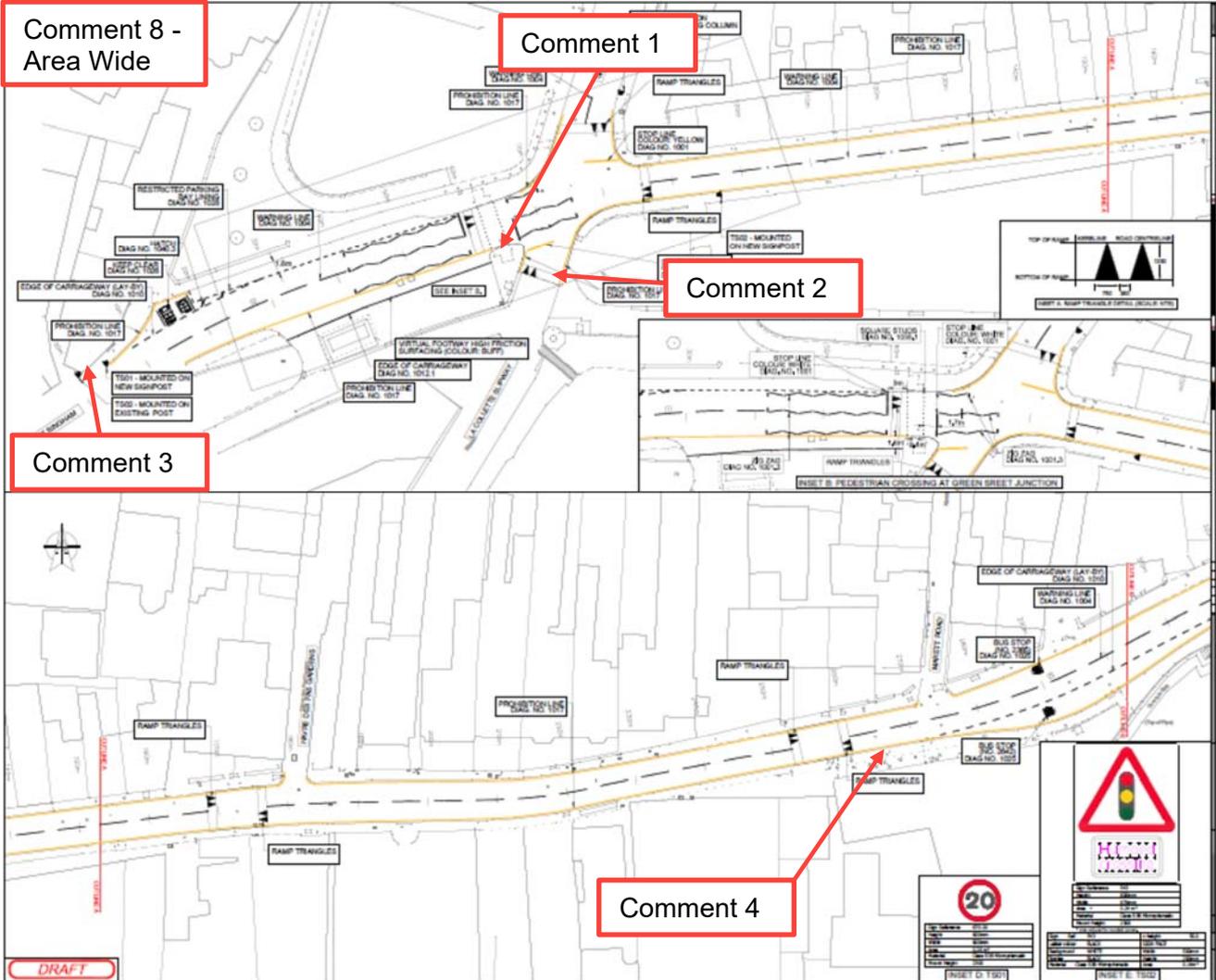
Collision Data Summary

Appendix B



PROBLEM LOCATION PLAN

**Problem Location Plan
Stage 1 & 2 Road Safety Audit**



Appendix C



GENERAL COMMENTS

GENERAL DESIGN COMMENTS (INC NON-SAFETY ITEMS)

C1 COMMENT 1

Green Street Junction – the mapping used on the drawings for this junction is out of date. In particular, the kerbed build out on the southern side of the existing pelican crossing extends further to the west than shown. The extended buildout will assist with the tie in of levels for the ramp on the western side of the raised table. Other details at this location should be checked to ensure that the design is compatible with the new layout.

C2 COMMENT 2

Green Street Junction – no level details or sections have been provided for the raised table at this junction. The drawings show a ramp on the southern approach to the table, which starts a few metres in front of a cobbled section of slipway and close to the seafront promenade. A ramp at this location could cause an unnecessary hazard for pedestrians as well as be difficult to tie in to on its eastern side (where the adjacent levels are flush). The need for a ramp at this location is unclear as approach speeds will be very low. It is recommended that the levels on this southern side of the junction are checked to ensure that an appropriate solution is achieved.

C3 COMMENT 3

Western approach to the Green Street Junction – traffic signs TS01 & TS02 are shown in close proximity to each other. Although not considered to be a problem, it is recommended that checks are made to ensure that the larger sign (TS02) does not obstruct visibility to the 20mph sign (TS01) located behind it.

C4 COMMENT 4

Raised table adjacent to the Fort D’Auvergne Hotel – at the time of the site visit there was considerable construction work being undertaken at the hotel site. It is not known whether these developments will include any vehicular access that could conflict with the location of the proposed raised table.

C5 COMMENT 5

Pedestrian Crossing at the Lido – the stop lines are shown positioned directly at the base of the ramps to the raised table. This may make the lines less noticeable to drivers as well as cause vehicles to roll back if they slightly overshoot the stop line. It is recommended that the lines are positioned at a suitable distance back from the ramps.

C6 COMMENT 6

Raised Table opposite the Ommaroo Hotel – there is an existing dropped crossing with tactile paving a few metres to the west of the proposed raised crossing. There are no plans to remove this crossing, however, having two crossings in such close proximity is quite unusual.

C7 COMMENT 7

Raised Pedestrian Crossing near the junction with St Clement’s Road – unlike the other crossings, this raised table is located on a section of road between streetlights. Although no obvious dark areas were observed during the night visit, it may be necessary to check lighting levels in this area to ensure that the raised table is clearly visible to approaching drivers.

C8 COMMENT 8

Area Wide – 20mph signs are to be installed at either end of Havre des Pas, which is within an existing 20mph limit. The audit team did not check to see whether the 20mph limit is also signed in each side road. The validity of the 20mph speed limit could be questioned if it is not signed on the side roads joining it.

In addition, the Highways (Road Humps) (Jersey) Regulations 2002 requires that all road humps are signed with traffic sign No. 557.1 in combination with traffic sign No. 557.2, 557.3 or 557.4. It is noted that where the speed humps are within a 20mph the Highway Authority, in consultation with the Minister, may decide that these signs are not required.

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