

Relationships and behaviours

Designers – Auditors – Users

Relationships – an interactive presentation

- What does the Designer expect?
- What does the Auditor see?
- How does the user react?

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SWECO 

The purpose of the presentation is to highlight the different thinking between the designers, auditors and users in a variety of situations.

This is an interactive presentation and discussion from the floor is welcomed.

Cyclists



At the end of the cycling facility the designer has resorted to a sign telling cyclists to dismount. Why – because no dedicated cycle infrastructure is ahead and the designer is frightened of liability? The road safety auditor – Is this a problem – What may happen – Why is it a problem? The user – do you expect a cyclist to stop and dismount? Then what? In reality, what will a cyclists do?

Junctions



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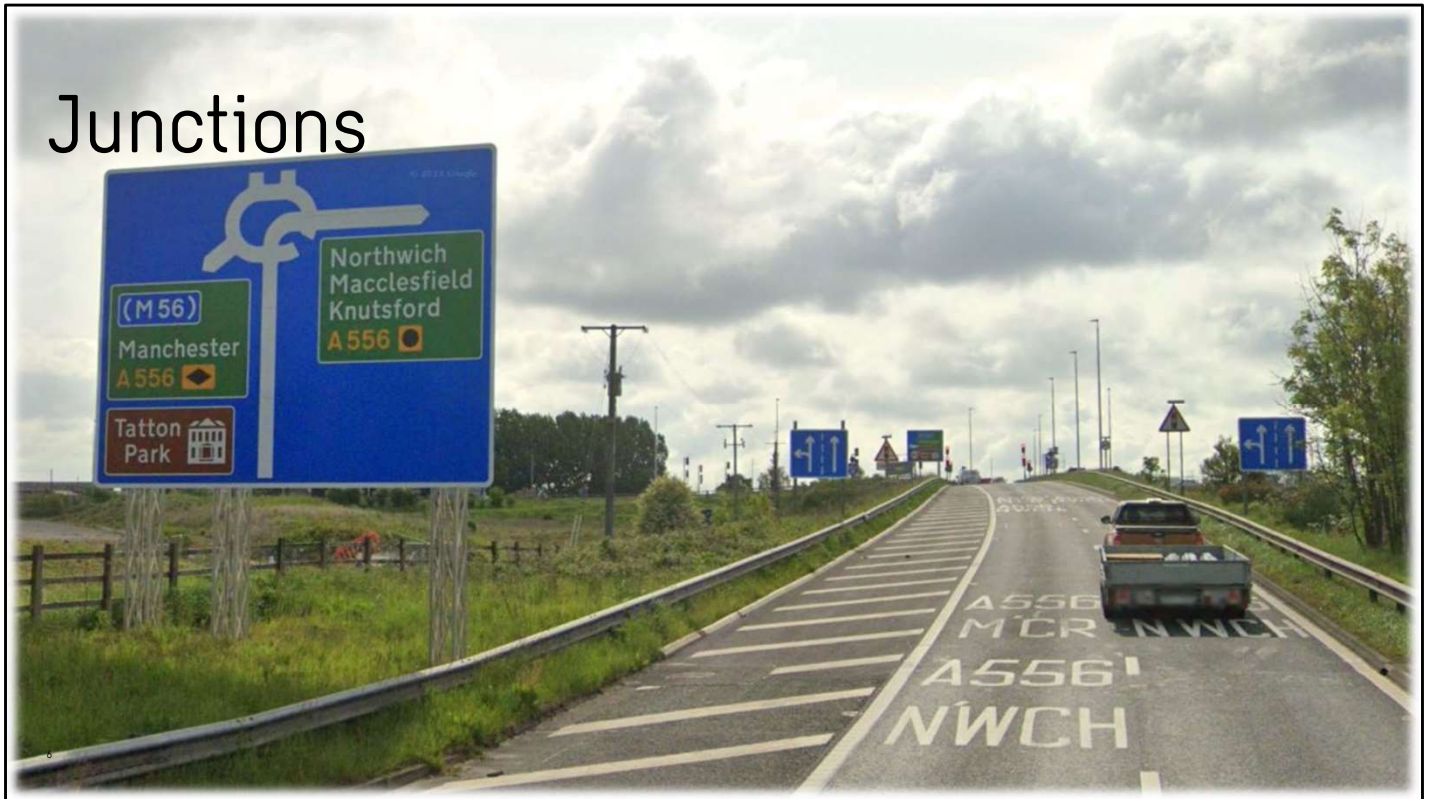
Why? Designer has replicated the junction layout ahead because it's a map type advanced direction sign and the sign manuals says you can replicate the layout to assist the user.

Road Safety Auditor – is this a problem? What is the problem?

Users – With 6 seconds time to read the sign, do you know what's going on?



Junctions



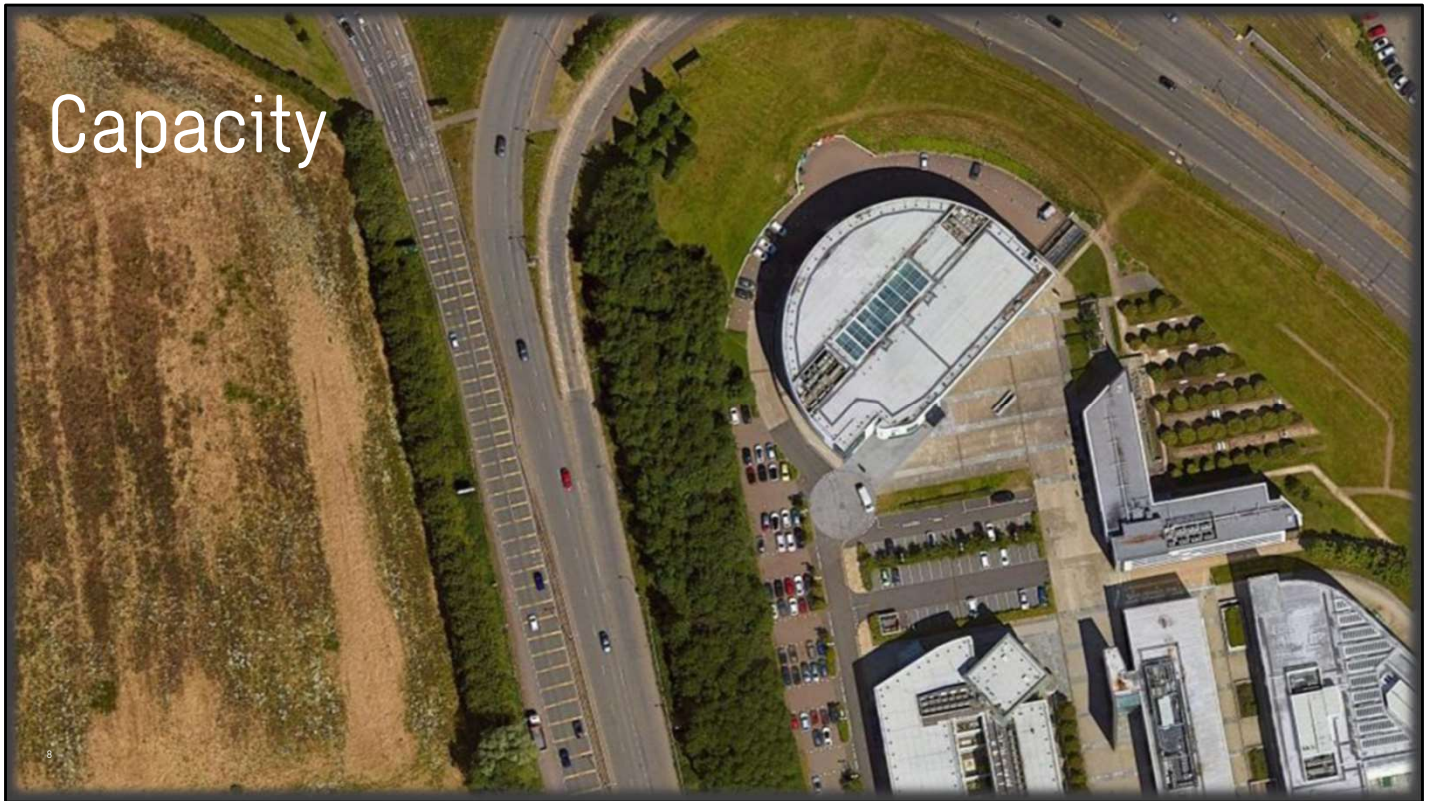
Another advanced direction sign with about 6 seconds reading time for you to work out where you are, where you want to go, and how to get there.

Designer – Again, replicating the road layout on the sign – seems ok?

Auditor – Is this a problem?

User – “I’ll follow the lane and hope for the best”





The southbound carriageway has just come off a roundabout with three lanes, which narrows to two lanes just at the point where a dedicated left turn from the previous roundabout arm merges. Effectively providing a four to two lane merge.

Designer – I suspect led by capacity from the traffic model?

Auditor – Problems with merges?

User – Avoids the lanes with conflict, unless they are of a type who tends to barge or cut in on traffic?

Capacity



View of merges



Merge from three to two on the mainline, with a merge from the nearside.



Roadworks often see permanent infrastructure being removed to be replaced or upgraded. In this situation the central reservation barrier is being replaced overnight, with higher containment being provided at the bridge pier. However, the temporary barrier is not rated for the national speed limit motorway, which is reopened to two lanes and hard shoulder for daytime traffic.

Designer (TTM) – Sees a risk with a lower containment barrier in place during daytime.

Auditor – Risk of barrier and terminal?

User – Doesn't see a problem – 2 lanes and hard shoulder – business as usual.

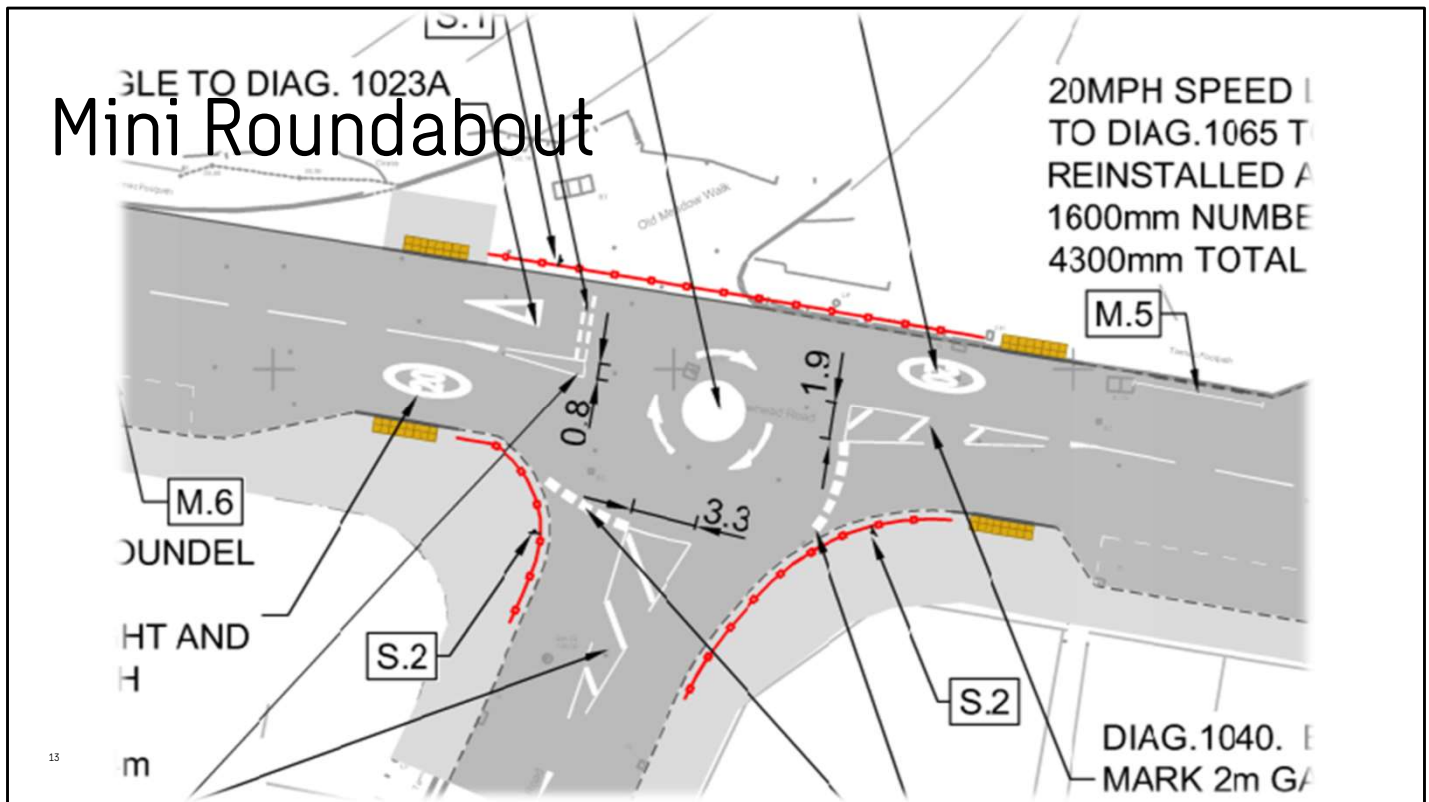


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Designer – Put out 30mph signs so the barrier now meets standard

Auditor – IS this a problem?

User – Contractor must have left the signs out by mistake – carry on at usual speed?



Mini roundabouts require users to drive around the central island – it can be overrun if the vehicle you are driving is too big though.

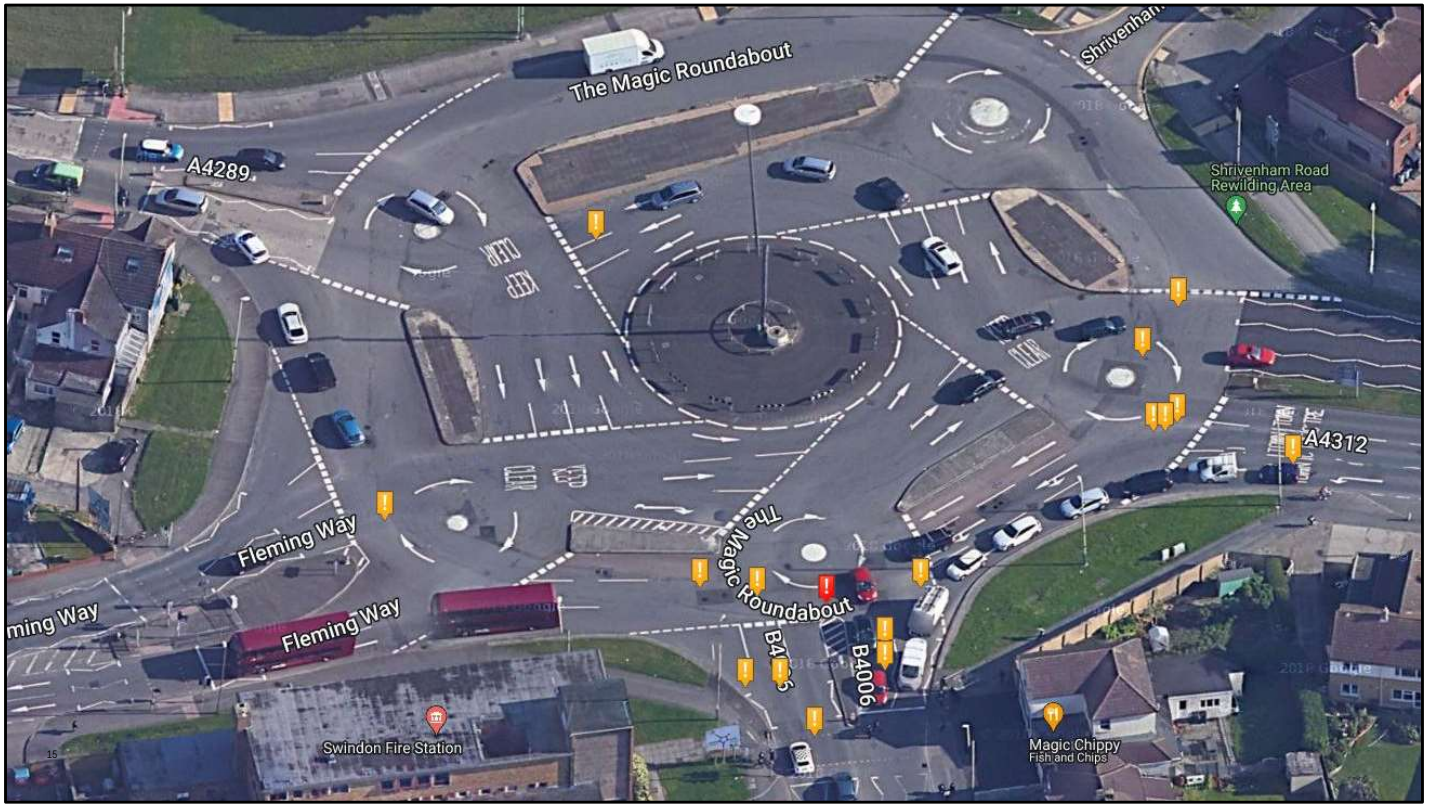
Designer – Looks nice. Draw two concentric circles – job done?

Auditor – IS this a problem?

User – I'm not driving all the way around that to turn right (if you don't believe me – watch Youtube footage of dashcams videos).



It works?



Crash map extract for five years.

Motorway junctions



Back to advanced direction signs –
 Designer – Map signs shows exactly whats on the ground
 Auditor – Is there a problem?
 User – Is the diverge to the left or right?

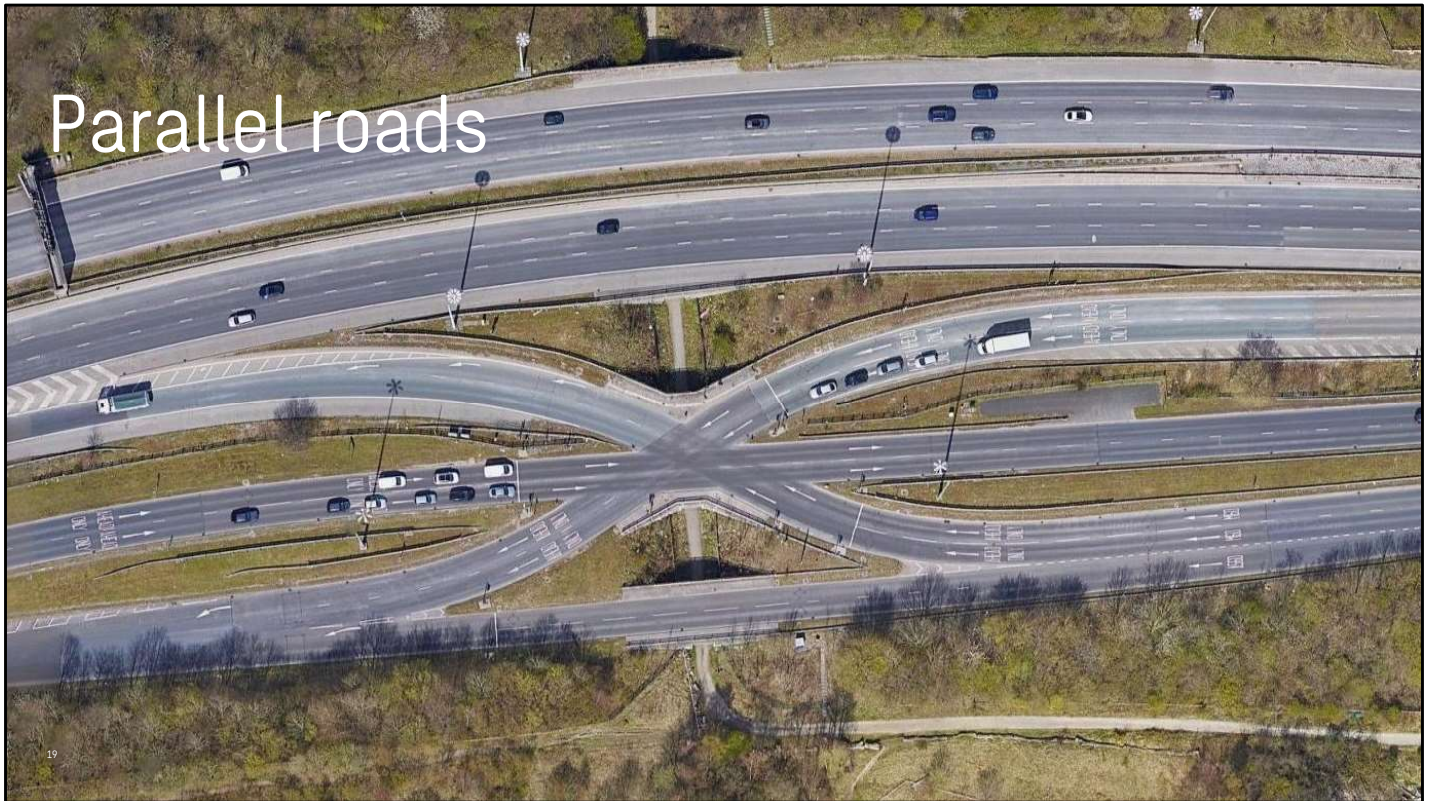


200yds to go.

Looks like a lane left and a lane right



At the diverge

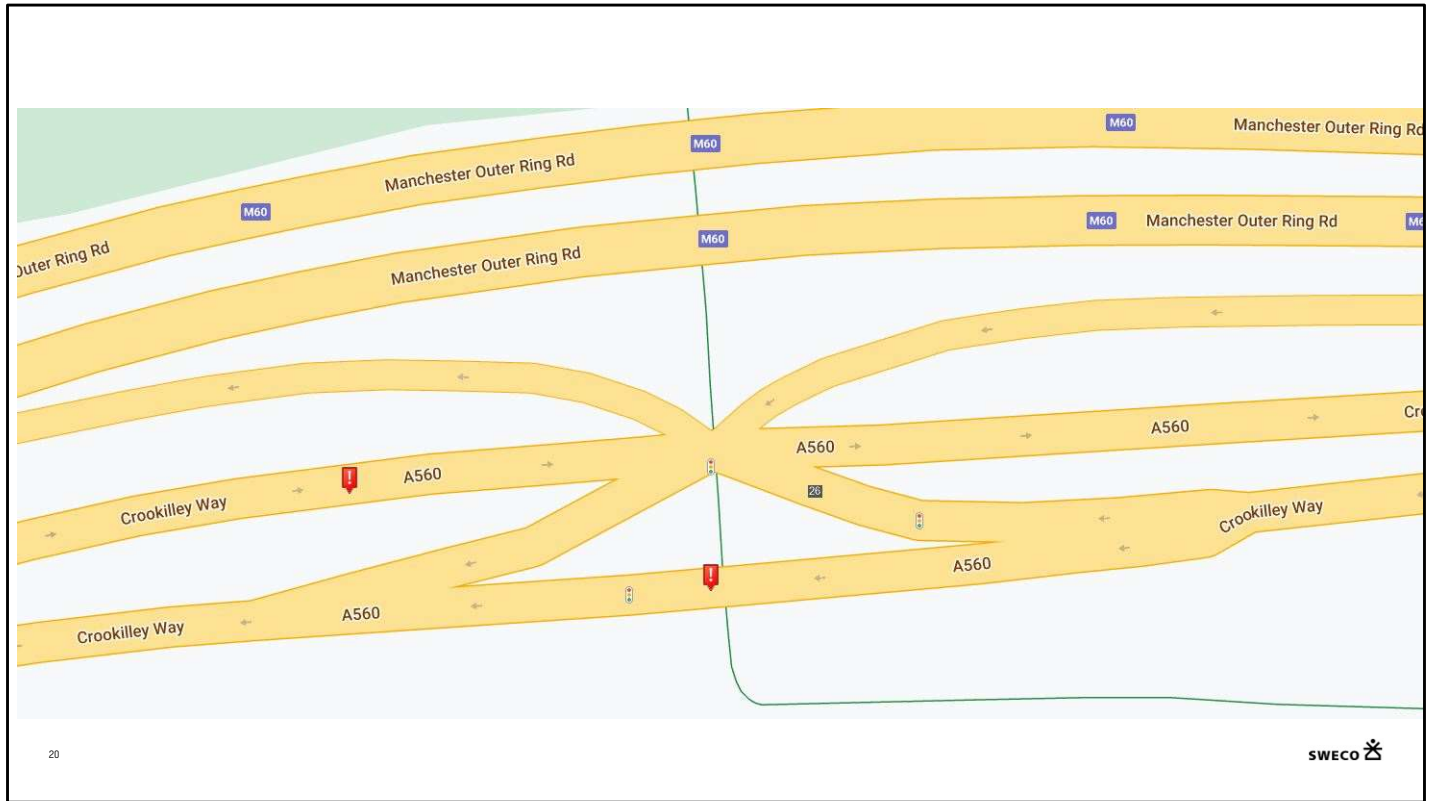


Not far from the conference venue.

Designer – At grade crossing as not enough room or budget to grade separate?

Auditor – What could possibly go wrong?

User – remember Scaletrix?



5 years of crash map – two serious?

Is this still a problem?

The end