

MIDDLE HILL VIADUCT

REPORT OF THE DIRECTOR FOR TRANSPORT SERVICES, ENVIRONMENT & REGENERATION, NOTTINGHAM CITY COUNCIL

1. SUMMARY OF ISSUES

- 1.1. The report informs the Committee of the suggestions made by the City Council's Road Safety section to help reduce the problem of vehicles incorrectly using the tram viaduct on Middle Hill.

2. RECOMMENDATION

- 2.1. It is RECOMMENDED that the Committee notes this report.

3. BACKGROUND

- 3.1. It was reported to the last meeting of the Committee that, following a number of incidents where vehicles had incorrectly accessed the tram-only viaduct at Middle Hill, the City Council's Road Safety section had been approached to provide advice on possible ways of mitigating the likelihood of similar incidents occurring in the future.
- 3.2. A site visit to the viaduct was undertaken Wednesday 14th January 2009 where it was determined that whilst the existing measures were generally adequate for the majority of road users, some enhancements may be possible to improve the situation. These are detailed in section 4.

4. SUGGESTED ENHANCEMENTS

- 4.1. Swap the existing "No Left Turn" and "Ahead only" road markings around. This would provide drivers with the "No Left Turn" information at the point where they would begin the manoeuvre.
- 4.2. Replace the "Ahead only" arrow on the traffic signal with the more understandable "No Left Turn".
- 4.3. Provide an additional "No Entry" sign on the other side of the pedestrian walkway.
- 4.4. Increase the width of the solid white line.
- 4.5. Investigate the use of a different colour/surface on the viaduct to highlight the fact this is not a road.
- 4.6. Investigate the use of alternative Cats Eyes, for example solar powered so that they shine red all day.

5. FINANCIAL IMPLICATIONS

- 5.1. A funding source will need to be identified to implement any of the suggestions.
- 5.2. Whilst Road Safety is unable to justify allocating any resources because it has set intervention criteria and there are no reported injury collisions at the location, other possible funding sources will be investigated, including the Local Transport Plan and the NET Concessionaire, Arrow Light Rail.

6. PUBLISHED DOCUMENTS REFERRED TO IN COMPILING THIS REPORT

- 6.1. None

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