



# Bulwell Forest Ward

---

## Road Safety Study

Nottingham City Council Reference no: ACF238

Issue 1 – 13/12/2016

[Road.Safety@nottinghamcity.gov.uk](mailto:Road.Safety@nottinghamcity.gov.uk)

Report Author: Sarah Cooke

Traffic and Safety | Development | Loxley House  
Station Street | Nottingham | NG2 3NG

## **Introduction**

After a highly successful period of reducing accidents and the resulting number of casualties across Nottingham, the last three years have seen accident numbers increase across the city with a sharp rise in Killed and Seriously Injured (KSI) accidents in 2015. This increase has mirrored the time over which we have seen casualty reduction scheme funding significantly reduced.

In order to attempt to reduce the number and severity of accidents across Nottingham it was decided to review the trends on a ward by ward basis to try and tackle some of the specific problem sites within each area, with support from the local Ward Councillors. This study investigates further the road traffic accident trends and hotspots originally highlighted in the Bulwell Forest road safety report issued in August 2015 as well as considering additional locations of concern highlighted by local citizens.

In the Bulwell Forest Ward the trend over the most recent five years, plus our current accident data shows that collision and casualty numbers show a slow upward trend in 2015.

## **Identification of problem sites**

Analysing the most recent accident data available for the Bulwell Forest ward (01/01/2011 – 30/06/2016) has shown 8 locations where clusters of 3 or more accidents have taken place, these were;

- Highbury Road / Station Road / Cantrell Road
- Highbury Road / Henrietta Street
- Highbury Road / Broomhill Road
- Hucknall Road / Kersall Drive
- Hucknall Road / Top Valley Way
- Hucknall Road / Bestwood Road
- Hucknall Road / Bestwood Park Drive West
- Top Valley Drive / Old Farm Road

Local Councillors and Neighbourhood Development Officers have also highlighted the following locations for consideration based on the concerns of local citizens;

- Bestwood Road / St Albans Road
- Kersall Drive / St Albans Road

- Bestwood Park Drive West – Rise Park School
- Top Valley Drive – Top Valley Academy
- Bedford Grove / Highbury Road

This report will consider each of the above locations, summarising the accident history, analysing any potential patterns and causation factors and making appropriate recommendations. Recommendations may also include suggestions of further analysis through proposed feasibility and length studies. The conclusion of the report will provide a more detailed recommendation and brief costings for any specific sites where accidents savings have been identified to highlight potential future road safety improvements where funding could be allocated.

### **Accident Analysis**

The accident data for the most recent five year period, plus our current data; 01/01/2011 – 30/06/2016 is summarised below for the problem sites to be investigated within this report. Each junction is subsequently analysed individually in further detail.

	Location	Accident Severity			Total	VRU's (Vulnerable road users)
		Slight	Serious	Fatal		
1.	Highbury Road / Station Road / Cantrell	6	1	0	7	1
2.	Hucknall Road / Kersall Drive	6	1	0	7	1
3.	Hucknall Road / Top Valley Way	5	1	0	6	1
4.	Hucknall Road / Bestwood Road	5	0	0	5	4
5.	Highbury Road / Henrietta Street	4	0	0	4	2
6.	Hucknall Road / Bestwood Park Drive	4	0	0	4	0
7.	Top Valley Drive / Old Farm Road	3	0	0	3	0
8.	Highbury Road / Broomhill Road	3	0	0	3	2
9.	Bestwood Road / St Albans Road	2	1	0	3	1
10.	Kersall Drive / St Albans Road	3	0	0	3	2
11.	Bestwood Park Drive West- Rise Park	5	0	0	5	4
12.	Top Valley Drive – Top Valley Academy	0	1	0	1	1
13.	Bedford Grove /Highbury Road	1	0	0	1	0

### **Accident Severity Definitions**

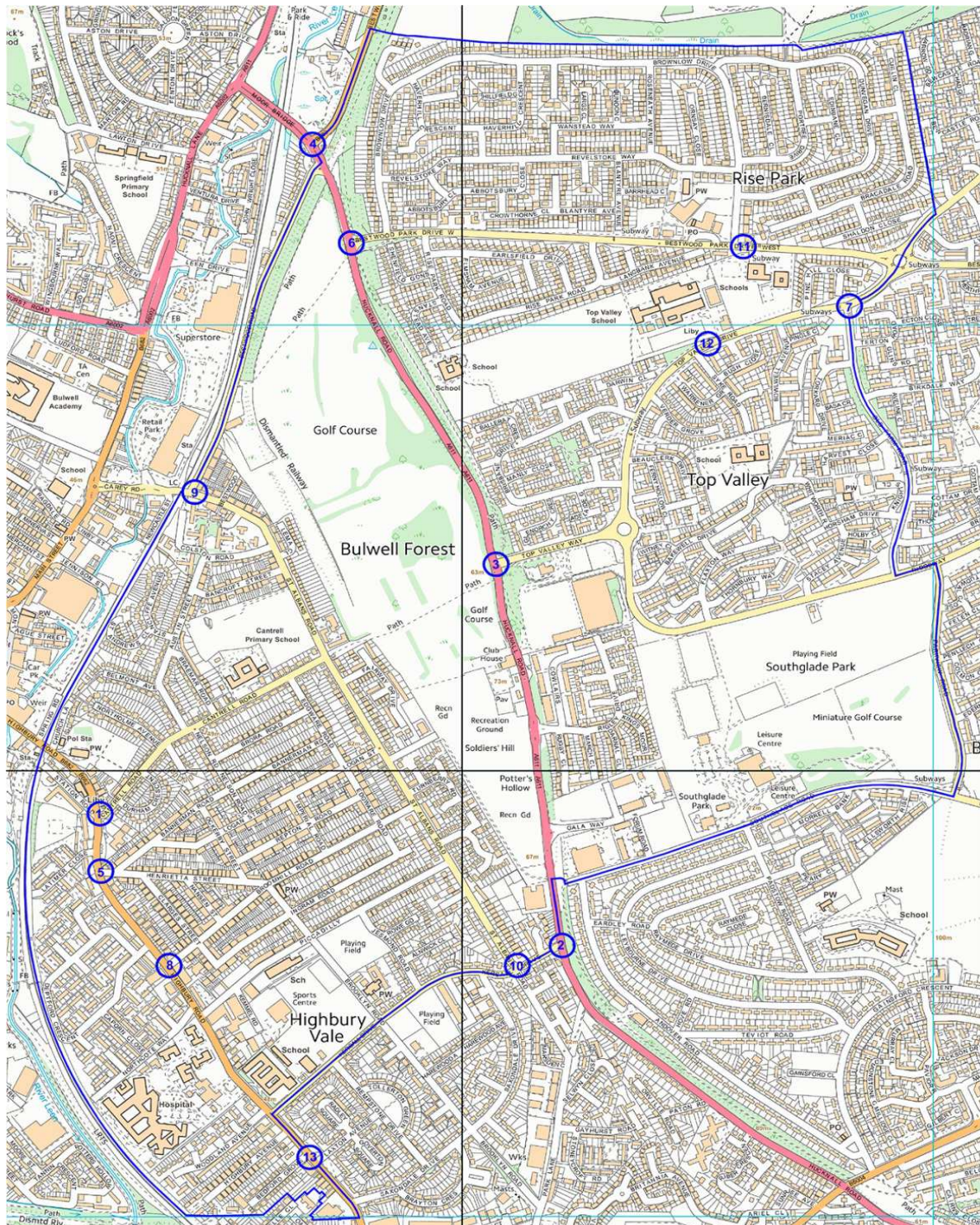
*Fatal Accident* - This is an accident in which at least one person is fatally injured or in which the person dies within thirty days of the accident as a result of injuries sustained.



**Serious Accident** - This is an accident in which nobody is fatally injured but at least one person is seriously injured e.g. fracture, crushing, concussion. This category includes accidents in which casualties die on or after 30 days as a result of the accident.

**Slight Accident** - This is an accident in which nobody is fatally or seriously injured but at least one person is slightly injured, e.g. sprains, bruises, minor cuts or slight shock.

### Plot of Bulwell Forest Ward Problem Sites





# **1. Highbury Road / Station Road / Cantrell Road**

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2011	3	0	0	3	1
2012	1	0	0	1	0
2014	1	0	0	1	0
2015	0	1	0	1	0
2016	1	0	0	1	0
<b>Total</b>	6	1	0	7	1



*Photo taken from Google Maps*

- The serious accident shown occurred on 13/02/2015 on a Friday night at 23.07pm during wet conditions. A car being driven north along Highbury Road lost control and skidded into the opposite carriageway, collided with a car travelling south. A bus travelling behind vehicle two was also forced to brake suddenly causing a passenger to fall. The accident resulted in three slight casualties and one serious casualty for the passenger of vehicle two.
- Shunt accident as a vehicle slowed to turn right into Cantrell Road from Highbury Road.
- Shunt accident as vehicle travelling south along Highbury Road stopped to turn right into Station Road.
- Shunt accident as vehicles travelling north along Highbury Road slowed.
- Vehicle turning right from Cantrell Road onto Highbury Road, alleged a northbound bus stopped to allow the vehicle out and collided with another car travelling south along Highbury Road.

- 2 x Vehicle turned right out of Station Road across the path of vehicle two travelling north along Highbury Road.
- Vehicle parked on nearside kerb opened passenger door onto cyclist overtaking vehicle.

### **Site Analysis**

Five of the seven accidents at this junction took place in wet conditions and four of the accidents involved shunt and skidding as contributory factors, site observations show that the carriageway in this area could benefit from resurfacing particularly around the junction mouth of Station Road. This type of accidents also suggest that traffic speeds along Highbury Road may be relatively high, the contributory factors; failing to judge other persons path or speed and careless, reckless or in a hurry were cited in the majority of the accidents. Positively only one accident at this junction involved a vulnerable road user (pedestrian, cyclist, motorcyclist).

Site observations show that visibility for vehicles turning out of Station Road is poor in both directions due to the alignment of the junction. It was also noted that vehicles turning right into Station Road from Highbury Road frequently turn early into the junction mouth putting themselves in the wrong directional lane of traffic. Station Road also appears to be well used by U-turning vehicles.

The large width of the junction mouth of Station Road contributes to drivers making poor manoeuvres in and out of the junction. The running lanes on Highbury Road through this junction are also relatively wide increasing speeds along Highbury Road but also the speed in which movements in and out of the junction are made.

### **Recommendations**

Four of the problem sites within this report are at junctions along Highbury Road; Cantrell Road, Henrietta Street, Broomhill Road and Bedford Grove. In the same accident period 36 recorded injury accidents took place along this length of Highbury Road between Cantrell Road and Bedford Grove, including 1 fatal accident, 3 serious accidents and 32 slight accidents. These accidents could be addressed by completing a more detailed feasibility study along this length of road to further investigate any potential accident trends and determine potential remedial works. Consideration could be given to reducing vehicle speeds along Highbury Road which would help to address both the shunt accidents and the vehicles which are having difficulty turning onto Highbury Road from the side roads. A report of this type would cost approximately £6050 (minimum).

There are a number of highway improvements which could be made at this junction such as; narrowing and realigning the junction of Station Road whilst upgrading the dropped crossing. Resurfacing and relining the carriageway and narrowing the junction radius of Station Road. Consideration could be given to providing right turning areas on Highbury Road and visually narrowing the carriageway with the relevant lining and hatching.

***More detailed recommendations and estimated costings for improvements are provided at the end of this report.***

## 2. Hucknall Road junction with Kersall Drive

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2011	1	0	0	1	1
2012	1	0	0	1	0
2014	2	1	0	3	0
2015	2	0	0	2	0
Total	6	1	0	7	1



*Photo taken from Google Maps*

- Serious accident at this location occurred on 9<sup>th</sup> November 2014 at 15.49, a car travelling south along Hucknall Road collided into the rear of a second car waiting to turn right at the junction of Kersall Drive. The passenger of the second car sustained serious injuries.
- Motorcycle lost control travelling north-west at the approach to Kersall Drive and the rider fell.
- Stolen vehicle travelling south along Hucknall Road in heavy traffic collided with the rear of traffic queuing at the junction as it attempted to turn right into Kersall Drive.
- 2 x Vehicle travelling south along Hucknall Road in slow moving traffic shunted into vehicle two.
- Vehicle one turned right into Kersall Drive across the path of vehicle two travelling north along Hucknall Road.
- Vehicle one collided with rear of vehicle waiting to turn right into Kersall Drive.



- Vehicle one turned right out of Kersall Drive and collides with vehicle 2 travelling south along Hucknall Road.

### **Site Analysis**

The junction mouth of Kersall Drive is very wide as it joins Hucknall Road perhaps resulting in vehicles carrying speed through into the junction when traffic flow allows. The majority of accidents at this junction relate to conflict on Hucknall Road as vehicles wait to turn into the junction with five of the seven accidents involving shunts.

### **Recommendations**

There is possibility at this location for the junction of Kersall Drive to be narrowed considerably to prevent vehicles carrying speed through into the junction which could help to address the turning manoeuvre accidents. This would also shorten the crossing distance for pedestrians travelling along Hucknall Road. The junction would also benefit from relining. Consideration could be given to applying a length treatment to Hucknall Road to address the shunt accidents with options to reline, resurface and potentially reduce speeds along the length. A feasibility study to analyse this junction would cost approximately £4250.

### 3. Hucknall Road / Top Valley Way Junction

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2012	2	1	0	3	1
2015	1	0	0	1	0
2016	2	0	0	2	0
Total	5	1	0	6	1



*Photo taken from Google Maps*

- The serious accident occurred on 29th February 2012 at 15.30pm involving a car travelling north on Hucknall Road approaching the junction with vehicles queuing in right turn lane, a pedestrian (12 year old school girl) travelling home from school crossed westbound on the crossing against the red man, between queuing vehicles and collided with car travelling north.
- Van completes late lane change to the straight ahead lane travelling south on Hucknall Road, and collided with side of vehicle travelling ahead.
- Car travelling north along Hucknall Road queuing to turn right, second car undertakes and turned right in front of vehicle one causing collision.
- 2 x Car travelling north on Hucknall Road, turned right into Top Valley Way across path of car travelling south on Hucknall Road.
- Car facing north waiting to turn right into Top Valley Way fails to see taxi travelling south and turned across its path causing collision.

### **Site Analysis**

The accident history at this location reflects the busy nature of the junction. There is only one accident involving a vulnerable road user which although unfortunately a serious accident involves misuse of the existing crossing facility. Of the five remaining accidents four involve vehicles turning right into Top Valley Way from Hucknall Road, this is a popular movement at this junction and site observations have shown that the road layout and visibility here are both good. On closer analysis of the right turn accidents all four include failing to look properly or failure to judge path or speed as contributory factors which suggests driver error is the cause of the majority of these accidents.

### **Recommendations**

There are no further recommendations for this junction.

#### 4. Hucknall Road junction with Bestwood Road

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2011	4	0	0	4	3
2014	1	0	0	1	1
Total	5	0	0	5	4



*Photo taken from Google Maps*

- Motorcycle rider travelling north-west falls in slowing traffic for signalised junction.
- Car driver lost control and collides with central refuge travelling south east.
- Shunt accident with a motorcyclist and car both travelling south east stopped at signalised junction.
- Van turning left from Bestwood Road on green light collided with pedal cyclist travelling south east on Hucknall Road.
- Car turning left from Bestwood Road mounts pavement and collided with pedestrian waiting to cross.

#### **Site Analysis**

The accidents show no real pattern at this junction. Unfortunately four of the five accidents involve vulnerable road users; two motorcycles, one pedestrian and one cyclist. The accidents, all taking place between 12.00pm and 7.35pm mainly appear to reflect the busy nature of this signalised junction. The pedestrian facilities at this junction could benefit from upgrading however this would not represent an accident saving based on the recorded injury accidents at this location.



### **Recommendations**

Having observed the junction there are no immediate suggestions for remedial work without further investigations or a potential large scale junction improvement scheme.

## 5. Highbury Road junction with Henrietta Street

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2012	2	0	0	2	0
2013	1	0	0	1	1
2016	1	0	0	1	1
<b>Total</b>	4	0	0	4	2



*Photo taken from Google Maps*

- Car travelling south Highbury Road turned left into Henrietta Street and collided with pedestrian – 6 year old child crossing junction mouth of Henrietta Street.
- Car turning right out of Henrietta Street collided with pedestrian who has alighted bus and crossed behind bus just north of the junction, waiting in the centre of the carriageway.
- 2 x Vehicle turned left out of Highbury Road into path of car travelling south on Highbury Road.

### **Site Analysis**

This junction is in close proximity to problem site one (Cantrell Rd / Station Rd) and shares many of the same issues. Due to the road geometry visibility is extremely poor for vehicles turning in and out of Henrietta Street. Although a Stop Sign is provided at this junction the mandatory lining which should accompany Give Way and Stop signage is missing, this does not reinforce the requirement for vehicles to stop at this junction and also makes it unclear to

drivers where the most appropriate place to wait is. Visibility is further restricted for vehicles exiting Henrietta Street onto Highbury Road by vehicles, particularly larger vehicles parked in the parking bays to the left of the junction and in the area directly after the buildout to the right of the junction. The accidents at this junction demonstrate the poor visibility both of pedestrians as vehicles turn into the junction and of southbound traffic as vehicles turn out of the junction onto Highbury Road. The informal crossing points in the surrounding area of the junction are also poor, crossing from the dropped kerb outside of the Londis corner shop leads to the vehicular access to a Garage and the dropped kerb outside of the Hairdressers leads to the vehicular driveway of a residential property.

### **Recommendations**

Visibility at this junction could be improved by utilising the existing build outs on Highbury Road either side of the junction and extending these around into the junction mouth to allow drivers to achieve better visibility of traffic travelling along Highbury Road. Moving the stop line of Henrietta Street forward to bring drivers vision in line with the edge of the parking bays. The provision of build outs would also improve pedestrian safety at the junction and allow for repositioned and upgraded dropped kerbs to be provided across the junction of Henrietta Street.

Ideally the existing parking bays on Highbury Road should be shortened to improve inter-visibility between traffic on Henrietta Street and Highbury Road however it is appreciated that parking is required in this area for the local shops. Consideration could be given to extending the existing buildout outside of the hairdressers north along Highbury Road to prevent vehicles parking as close to the junction but maintain the parking to the south of the junction for the businesses. Extending the buildout at this location would also allow for the provision of a joined up dropped crossing to serve the closely located bus stop on Highbury Vale providing an informal crossing point for those who choose not to walk to the formal crossing point further north along Highbury Road.

The junction would also benefit from relining particularly to emphasise the stop line and road markings for vehicles exiting the junction onto Highbury Road and to encourage appropriate road positioning and maximise visibility splays.

**More detailed recommendations and estimated costings for improvements are provided at the end of the report.**

## 6. Hucknall Road junction with Bestwood Park Drive

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2012	1	0	0	1	0
2013	1	0	0	1	0
2015	1	0	0	1	0
2016	1	0	0	1	0
<b>Total</b>	4	0	0	4	0



*Photo taken from Google Maps*

- Car one travelling north Hucknall Lane turned right across the path of vehicle two travelling south.
- HGV travelling south on Hucknall Road, car waiting to turn right onto Bestwood Park Drive misjudges path of HGV and turned right causing collision.
- 2 x Two vehicles travelling north along Hucknall Road shunt due to heavy traffic.

### Site Analysis

The level of accidents at this location is relatively low for a busy junction of this nature and fortunately no vulnerable road users have been injured at this location. Considering the details of the accidents; two involve vehicles turning right across the path of vehicles travelling south along Hucknall Road. Visibility at this location is excellent meaning that drivers may be misjudging the speed of traffic along the road. Similarly vehicles travelling north have good visibility of queuing traffic ahead. Investigations have been carried out by our Traffic Signal Design Team with regards the provision of a right turn filter at this location however site observations have shown there is not an issue with traffic queuing to make the right turn manoeuvre as there is sufficient time within the existing phasing for vehicles to



complete the turn based on the current volume of traffic using this junction. Based on the traffic counts and accident data the site would not currently meet criteria to have a right turn filter provided.

### **Recommendations**

It is suggested that the current level of accidents does not justify further investigation at a busy junction of this nature.

## 7. Top Valley Drive junction with Old Farm Road

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2015	3	0	0	3	0
Total	3	0	0	3	0



*Photo taken from Google Maps*

- Car travelling north along Old Farm Road turned right onto Top Valley Drive across the path of car travelling west on Top Valley Drive.
- Car pulled out from Old Farm Road turning right collides with LGV travelling southwest on Top Valley Drive (LGV may have still had indicator on from roundabout).
- Car travelling north along Old Farm Road as it approaches junction is alleged that foot slips off brake onto accelerator and car overshoots junction colliding with car travelling west along Top Valley Drive.

### **Site Analysis**

All of the above accidents involve vehicles pulling out of Old Farm Road onto Top Valley Way, this would suggest that vehicles are carrying speed through into the junction and not stopping to give way correctly. The junction is wide and the downhill slope on the approach to the junction with a sunken footway and railings could all encourage higher speeds.

There is however excellent visibility in both directions along Top Valley Drive for vehicles exiting the junction of Old Farm Road. It is also interesting to note that all three accidents at this location took place in 2015 with there being no previous recorded injury accidents in the

previous 5 years at this location. All of the three accidents also took place in wet or icy conditions.

### **Recommendations**

It is recommended that no further action is taken at this time but to ensure that accidents at this location are monitored.

## 8. Highbury Road junction with Broomhill Road

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2014	1	0	0	1	0
2015	2	0	0	2	2
Total	3	0	0	3	2



*Photo taken from Google Maps*

- Car travelling north east on Highbury Road turned right into Broomhill Road collides car travelling south east on Highbury Road.
- Car travelling south east on Highbury Road turned left into Broomhill Road and collides with pedestrian crossing south eastbound who fails to look.
- Car travelling northwest on Highbury Road intending to turn right into Broomhill Road. Pedestrian stepped into carriageway intending crossing north east.

### Site Analysis

The junction is already part of a raised plateau for the Highbury Road shopping area, highlighted by the red surfacing which assists in lowering vehicle speeds. There is a high pedestrian footfall due to the Co-op addressed by the closely located pedestrian crossing. Although two of the accidents involve conflict between a pedestrian and vehicle in both instances the pedestrian stepped into the carriageway without looking, poor visibility due to the building line at the junction may have contributed to these accidents.



### **Recommendations**

The dropped crossing at the junction could be upgraded to improve facilities for pedestrians.  
The junction could also form part of a route study on Highbury Road to reduce speeds as mentioned previously within the report on page 8.

## 9. Bestwood Road junction with St Albans Road

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2011	0	1	0	1	1
2016	2	0	0	2	0
Total	2	1	0	3	1



*Photo taken from Google Maps*

- A serious accident took place on 5th January 2011 at 17.04pm. A car travelling west on St Albans Road turned right onto Bestwood Road and collided with a pedestrian crossing the junction mouth to the west, pedestrian sustained serious injuries.
- Vehicle travelling south west on Bestwood Road joined slow moving heavy traffic at junction shunt occurred.
- Vehicle travelling east on St Albans Road shunt occurs as vehicle waits to turn left into Bestwood Road.

### Site Analysis

This junction's close proximity to the level crossing and tram stop mean that there is often congestion and queuing traffic as well as a fairly high pedestrian flow, which is reflected in the accidents at this location. With regards to the serious accident involving a pedestrian crossing Bestwood Road and a vehicle turning right, inter-visibility between pedestrians and vehicles at this junction is generally good. Queuing, stationary traffic may mask some pedestrian movement at the junction and in this instance the contributory factors suggest that both car driver and pedestrian failed to look properly. Although there have been no reported injury accidents evidencing this there have been concerns raised by motorists

regarding near misses and non-injury accidents occurring where vehicles travelling west on St Albans Road overtake queuing traffic in order to turn right into Bestwood Road. This leads to potential conflict with vehicles turning left out of Bestwood Road. This is a similar problem for vehicles queuing on Bestwood Road waiting to turn left onto St Albans Road.

### **Recommendations**

Further investigations would be required at this junction in order to determine possible remedial measures.

## 10. Kersall Drive junction with St Albans Road

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2014	0	1	0	1	1
Total	0	1	0	1	1



*Photo taken from Google Maps*

- Motorcyclist travelling south east on St Albans Road lost control negotiating left hand bend onto Kersall Drive in the rain.

### **Site Analysis**

The geometry, layout and give way priorities at this junction are unconventional, however there is no accident record to support making changes to the current layout. The approaches to the give way at this junction are clearly signed and lined and visibility is adequate on all approaches.

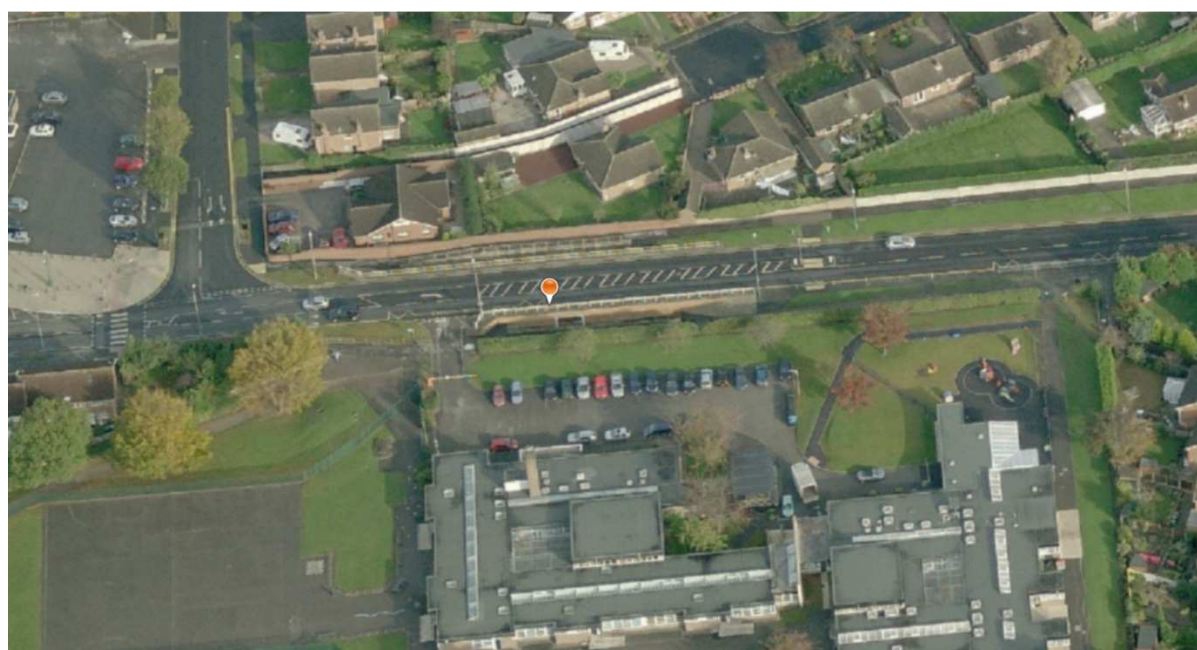
### **Recommendations**

There are no further recommendations at this junction.



**11. Bestwood Park Drive West – Outside of Rise Park School**

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2011	3	0	0	3	3
2013	1	0	0	1	0
2015	1	0	0	1	1
Total	5	0	0	5	4



*Photo taken from Google Maps*

- Car travelling west on Bestwood Park Drive, 14 year old pedestrian on his way to school stepped onto zebra crossing from drivers nearside.
- Motorcyclist travelling east Bestwood Park Drive West lost control crossed into opposite carriageway and collided with car travelling west.
- Car travelling west Bestwood Park Drive, pedestrian runs onto zebra crossing from drivers offside.
- Car travelling east approaching Brownlow Drive, starts to overtake unknown vehicle adjacent to Bus terminus misjudges distance and central refuge and mounted offside kerb and collided with telegraph pole.
- Taxi travelling east along Bestwood Park Drive, pedestrian pushing pushchair stepped onto zebra crossing and collision occurred.

### **Site Analysis**

It is concerning that three of the five accidents in this area outside of Rise Park School took place on the zebra crossing facility close to Brownlow Drive where drivers have clear visibility of pedestrians approaching the crossing. Two of the accidents involve vehicles approaching the crossing from the east and one from the west. A road safety scheme was completed here in 2008 where improvements were made to the zebra crossing. The zebra crossing is located on a raised plateau to reduce vehicle speeds on the approach and the crossing has been fitted with zebrite belisha beacons to increase the visibility of the crossing. There is also an operational School Crossing Patrol in position at this location to assist children in using the zebra crossing.

A feasibility study was carried out in 2007 as part of the road safety scheme investigations into the plausibility of signalling the junction of Brownlow Drive and Bestwood Park Drive incorporating signalised pedestrian crossings on all three arms of the junction into the design. The results showed that queue lengths on all approaches would increase and that pedestrian utility would decrease as pedestrians would have to wait for the green man to appear when demanded. On average with the observed traffic flows in the area at the time when the study was conducted the wait would be approximately 84 seconds, at present pedestrians arriving at the zebra crossing have immediate priority. Due to the high volume of pedestrians using this zebra crossing particularly during school pick up and drop off times it was felt that expecting pedestrians, and more significantly children, to wait over a minute was unsatisfactory and may lead to violations and an increased safety risk.

It is also worth noting that country-wide accident statistics suggest that an average of one slight accident a year can be expected on a pedestrian crossing facility.

### **Recommendations**

It is recommended that no further action is taken at this location at this time but that accidents continue to be monitored.

## 12. Top Valley Drive – Outside of Top Valley Academy

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2013	0	1	0	1	1
Total	0	1	0	1	1



*Photo taken from Google Maps*

- One serious accident occurred on 30<sup>th</sup> April 2013 at 22.10 when a motorcyclist with pillion collided for unknown reasons with the central refuge travelling south west along Top Valley Drive, the passenger sustained serious injuries.

### **Site Analysis**

The stretch of Top Valley Drive outside of Top Valley School is part of a 20mph speed limit, there are also large flashing amber school signs on the approach to the school access and although the road is wide it is visually narrowed by the central refuges and hatching on carriageway. Residents have raised concerns that with no formal crossing point and parked cars in the area it is difficult for children to cross the road safely. School Keep Clear markings are in place directly outside of the entrance to the school to prevent parking during school morning and evening peaks and there is a pedestrian refuge provided. There has only been one serious reported injury accident within five and half years along this section of road which involved a motorcyclist losing control on the bend of the road, no other vehicles were involved in the accident.

### **Recommendations**

The accident history alone does not justify further investigations at this location. However should it be felt that further pedestrian facilities are required at this location a feasibility study could be conducted to consider the provision of a zebra crossing at this location at a cost of approximately £4250. A parking study could also be undertaken to assess the existing parking levels in the area and consider whether further parking restrictions are required within the area at a minimum cost of approximately £1200 depending on the area under consideration.

### 13. Highbury Road junction with Bedford Grove

Year	Accident Severity			Total	VRU's
	Slight	Serious	Fatal		
2013	1	0	0	1	0
Total	1	0	0	1	0



- Car travelling north-west along Highbury Road swerved to avoid oncoming car and collided with nearside kerb.

#### **Site Analysis**

The junction mouth of Bedford Grove is narrow, junction protection is in place to prevent parking on the junction itself although due to the convenience store on the corner parking takes place on the unrestricted sections of the road. The junction is built out to the south east which allows for improved visibility for vehicles exiting Bedford Grove onto Highbury Road. The one accident at this location involved a vehicle swerving to avoid another vehicle travelling along Highbury Road in an isolated incident. Similarly to neighbouring junctions along Highbury Road the alignment of the Give Way lining on Bedford Grove could be improved to increase visibility for vehicles exiting onto Highbury Road.

#### **Recommendations**

Road markings and lining could be realigned and refreshed, based on the accident history at this junction there are no further recommendations.

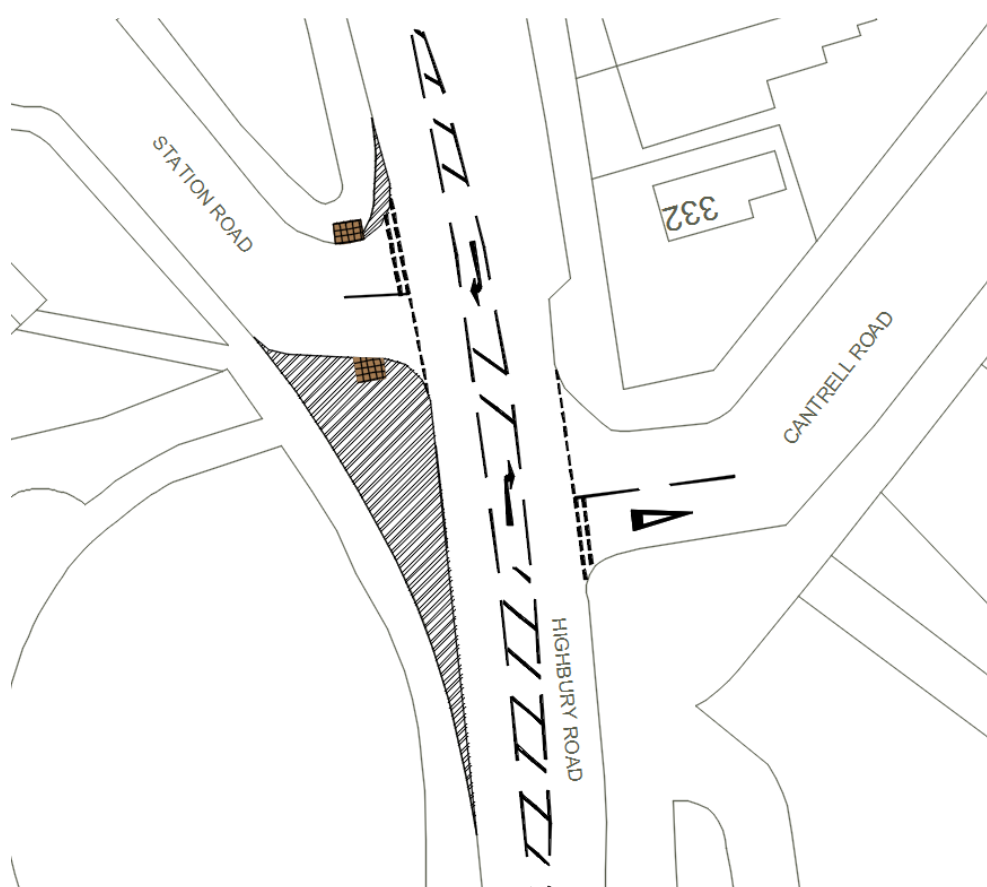


### **Bulwell Forest Road Safety Study Conclusion**

A number of recommendations for individual sites have been made throughout this report and each location can be considered in further detail by requesting a full feasibility study to determine cost estimates and a preliminary design of highway improvements. If you are interested in investigating some of these sites, lengths or areas in more depth feasibility studies or investigations can be requested through the Area Focus and Road Safety Teams. These studies can identify trends and potential causes of the accident clusters or accidents along a route and may identify potential casualty reduction schemes that may be carried out.

The investigations within this report have highlighted two locations along Highbury Road at its junction with Cantrell Road/Station Road and Henrietta Road where road safety improvements and accident savings could be made. A brief feasibility study has been carried out to summarise proposed improvements and a basic cost estimate at the two locations;

### **Highbury Road Junction with Cantrell Road and Station Road**

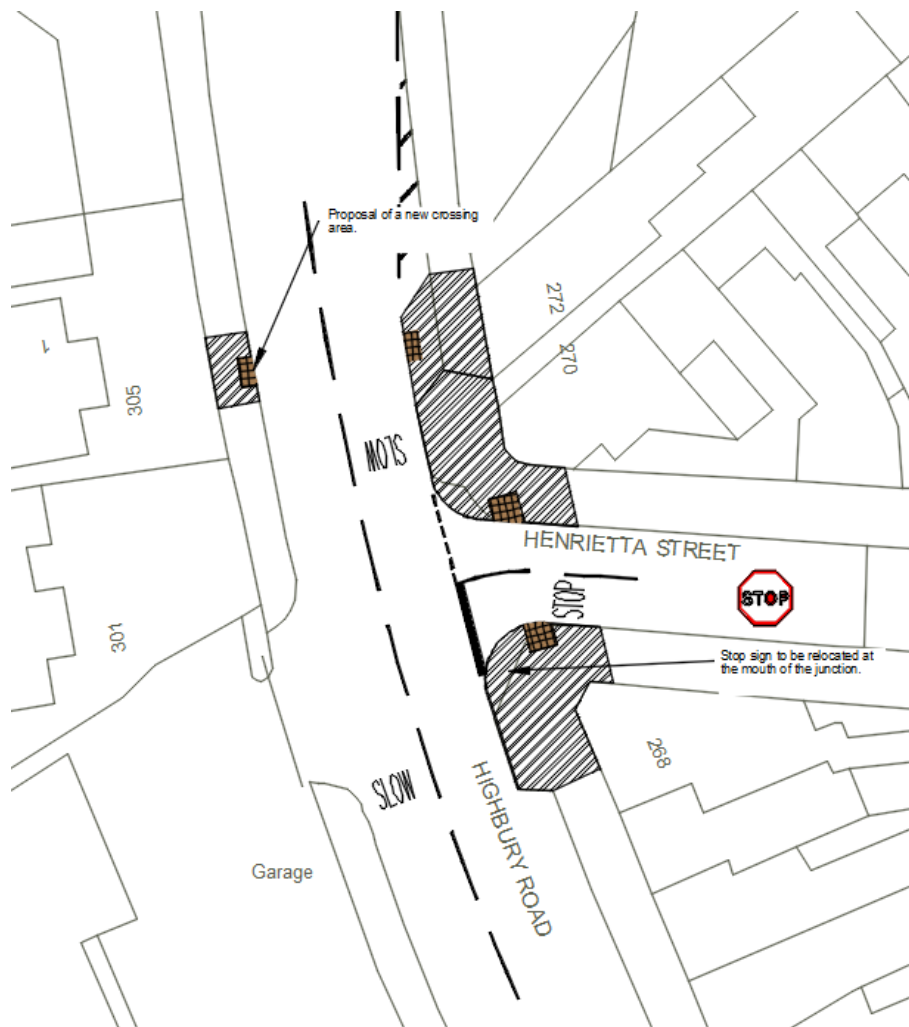


- Junction of Station Street substantially built out and narrowed
- Improved dropped crossing facility on Station Road

- Introduce right turning areas for both Station Street and Cantrell Road
- Re-line and visually narrow carriageway on Highbury Road

A road safety scheme of this nature is estimated to cost approximately £20,000 - £22,000, please note that this figure is subject to change following more detailed investigations and would require a full feasibility study to be undertaken. A feasibility report can be requested for approximately £4950 in order to progress improvements at this junction.

### **Highbury Road Junction with Henrietta Road**



- Junction of Henrietta Street built out to join the existing buildouts on Highbury Road
- Improved dropped crossing facility on Henrietta Street
- Relocated dropped crossing on Highbury Road

A road safety scheme of this nature is estimated to cost approximately £25,000, please note that this figure is subject to change following more detailed investigations and would require

a full feasibility study to be undertaken. A feasibility report can be requested for approximately £4950 in order to progress improvements at this junction.