

**Area Committee 2 (Basford Ward) Meeting 26<sup>th</sup> January 2011**  
**B682 Vernon Road/Highbury Road Road Safety Concerns**

**Briefing Note**

Project nam

**Purpose of Report:** to update Area Committee on the progress of proposals, which have already received funding and consider a way forward for the outstanding Treatment Options detailed below.

**Background & Accident History**

Between January 2004 and May 2010, there were total of 78 reported injury accidents on the B682 Vernon Road/Highbury Road (Valley Road – Kersall Drive) of which 13 were serious and half involved pedestrians, motorcyclists and pedal cyclists. These accidents form part of an ongoing length investigation for the B682 between Gregory Boulevard and Bulwell High Road of which the two following accident studies fall within the Basford Ward:

**Study 1 - Valley Road to Basford Crossings (38 Accidents)**

- Half of the 38 accidents occurred at Basford Crossings and included a high proportion of pedestrians, cyclists and motorcyclists. There have also been six rear end shunts; four traffic signal violations; a couple of illegal turns in 2004 and at least four relate to the Tram system.
- At the Vernon Road/Nottingham Road roundabout the collisions included five rear end shunts and two on the roundabout circulatory.
- Two right turning accidents at the Vernon Park Drive junction
- The proportion of accidents occurring in Dark/Wet conditions is not significant.

**Study 2 - Basford Crossings to Kersall Drive (40 accidents)** – does not include Basford Crossings junction

- Nearly half of the 40 accidents involve Pedestrians with 75% of these being children - most occurred in the vicinity of Laxton Drive and length of Vernon Road between Oakleigh Street to Burnaby Street.
- Around a quarter of all accidents (i.e. 10no) involve just one vehicle with some losing control.
- The proportion of accidents occurring in Dark/Wet conditions is not significant.

**Traffic Surveys**

Speed/Flow surveys were undertaken at two locations in July 2010 and revealed an average 85<sup>th</sup>ile speed of between 29.5mph and 31.4mph with a maximum recorded 85<sup>th</sup>ile speed of 40.4mph. Note: *the 85<sup>th</sup>ile speed is the speed exceeded by 15% of motorists during the survey period.*

**Treatment Options (\*an asterisk indicates that progress is being made)**

The following measures could be considered to improve road safety along the B682 between Valley Road and Kersall Drive. *The proposals are shown on location plans RS/Basford/01 & 02:*

**1) Laxton Drive area (estimated cost: £10k to £90k)**

The accidents include eight involving Vulnerable Road Users (i.e. five pedestrians (three seriously injured); two cyclists and one motor cyclist) with many of the pedestrian accidents occurring north west of an existing Pelican Crossing. Remedial measures could include an upgrade of the existing crossing along with the provision of an elongated raised feature to reduce vehicular speeds at and either side of the facility. Alternative options include the provision of an additional pedestrian crossing facility (e.g. Central Refuge) and/or a raised feature north west of the Laxton Drive junction. Note: Public Transport Operators and the emergency services are very likely to object to the use of traffic calming features (also relates to measures detailed in points 2 and 5 below).

**2) Existing Zebra Crossing at Catchems Corner (estimated cost: £5k\* to £35k)**

The existing crossing is located in an area where there have been a number of accidents involving pedestrians. An upgrade of the existing Zebra Crossing with a raised feature and/or Westcotec Belisha Beacons should increase awareness of the Zebra Crossing and also serve as a gateway feature to the densely populated area between Bulwell Lane & Burnaby Street.

**3) Basford Crossings (estimated cost: £10k to £160k)**

§High Friction Surfacing to address the shunt accidents. However, with Vernon Road being resurfaced recently a further period of monitoring is advised to assess if the new surface has reduced collisions.

§Kerb realignments to deter illegal left turns from Vernon Road to David Lane and David Lane to

Vernon Road. However, it should be noted that a number of utility service covers may need to be moved/adjusted and the cost of this could be high (highway surveys and enquiries with utility companies would enable a cost estimate to be produced).

§Improving egress for vehicles turning right onto Southwark Street from the link road (diversion route) which runs between Vernon Road and Southwark Street in an effort to deter illegal turns at Basford Crossings. Proposals include “keep clear” or yellow box markings or a roundabout (subject to surveys/feasibility design).

§Discussions with Network Rail and the Tram Consortium to establish if the Level Crossing barrier down times can be reduced and if any further improvements can be made to integrate Tram and Traffic movements. Some of the signal violations may be related to the lengthy waiting times sometimes experienced at this level crossing.

*Note: any feasibility proposals would require consultation with Network Rail and the Tram Consortium. Consideration could be given to approaching Network Rail for a contribution towards such improvements if these help reduce the risk rating at this crossing.*

#### **4) Vernon Road/Vernon Park Drive (estimated cost: £0.75k)\***

Provision of right turning area on Vernon Road into Vernon Park Drive using road markings.

#### **5) Vernon Road/Nottingham Road Roundabout (estimated cost: £5k\* to £35k)**

An upgrade of the existing Zebra Crossing with a raised feature and/or Westcotec Belisha Beacons should increase awareness of the Zebra Crossing and help reduce vehicular speeds.

#### **6) 20mph Speed Limits (estimated cost: £10k)**

These could be considered along Vernon Road and Highbury Road perhaps in the vicinity of Laxton Avenue shopping area and along the densely populated area on Vernon Road between Northern Court and a point south of Burnaby Street. The exact extent of any such limits would need to be agreed, but they could perhaps be linked to the location of the Vehicle Activated Signs if these are considered to be a suitable measure. Note: Notts Police do not generally support 20mph speed limits/zones if they are not self enforced by the use of physical measures (e.g. road humps)

#### **7) Vehicle Activated Signs (estimated cost: £20k for four signs)\***

These could be used to reinforce the 30mph speed limit or even a 20mph limit as described above. Any such signs would require careful placement to ensure that drivers are not overly distracted while travelling through a densely populated area.

#### **8) Road Safety Education Team Intervention (estimated cost: £5k)**

In view of the high proportion of Child pedestrian accidents additional road safety education could be undertaken with Schools and the local community.

*Please Note: the above estimated costs should only be treated as a guide with the provision of more accurate costs being subject to further investigation, surveys and design considerations.*

#### **Previous Options Considered**

- a) **Traffic Calming the entire length:** - this approach would achieve safety objectives but has been rejected due to the cost of the required traffic calming features and the implications this would have on the emergency services and public transport operators;
- b) **20mph Zone:** - would require physical features as described above. There would subsequently be concerns that this would take away from the impact of the school 20mph zones.
- c) **Safety Cameras:** - Safety Camera guidelines recommend that engineering measures should be considered before the implementation of Safety Cameras. In addition, recently announced government cuts to budgets previously offered to Safety Camera Partnerships means that safety cameras are no longer a viable and sustainable option.

#### **Next Stages/Recommendation**

The proposals detailed above provide a broad spectrum of possible options to address reported injury accidents along Vernon Road/Highbury Road. It is recommended that the Area Committee consider allocating funding to enable further investigations/surveys to take place, ideas to be developed further and to allow a more accurate and detailed estimate to be produced and be formally reported back.