

**09 January 2014**

**Agenda Item:**

**REPORT OF SERVICE DIRECTOR, HIGHWAYS**

**ABBAY ROAD / MARLBOROUGH ROAD JUNCTION, BEESTON**

**Purpose of the Report**

1. To seek Committee approval for the construction of a highway improvement scheme at the junction of Abbey Road and Marlborough Road in Beeston, shown on the attached plan, as part of the integrated transport programme 2013/14.

**Information and Advice**

2. In October 2013 County Councillor Steve Carr submitted a petition requesting signals at this junction. This was declined as inappropriate at this location. However, officers have looked at the junction and the pattern of accidents to try and determine a suitable scheme to address the concerns raised.
3. The situation at the junction is currently exacerbated by traffic diverting away from the tram construction works therefore needing prompt attention.
4. The junction of Marlborough Road and Abbey Road is a cross-roads, with the former being the primary road. Both streets are residential in nature and although the roads are wide, they have some visibility issues due to parking, property lines and trees. This give-way junction has already been recently refurbished with new lining and illuminated signs with yellow backing boards.
5. Between January 2010 and September 2013 there were three slight injury accidents at the site, an average of less than one a year. There have, however, been many more non-injury accidents and the site is a continued source of concern for residents and local Councillors.
6. The accident pattern at the junction is overshoots (cited in the police report in 3 out of 4 of the last accidents). This is where a driver has either failed to appreciate that they need to give way, or where they've chosen to ignore the give way and drive through the junction.

7. A scheme has now been devised, following recommendations from the Crash Reduction Team, which will emphasise the approach to the give way and provide a suitable surface for stopping movements. The proposal is to install 2 pairs of advance warning signs on Abbey Road 50m before the junction, then 20m of buff coloured anti-skid and red surfacing in-fill to the central hatching.
8. This scheme will cost between £8,000 and £15,000 to implement, depending upon the lighting requirements for the advance signs and the electrical connection fees, which are still to be determined. The proposed scheme will be funded from the 2013/14 integrated transport block.
9. The surfacing element of the scheme, which requires traffic management measures, could be implemented within one working day, which will keep to a minimum the disruption to traffic and residents in a location that is already significantly affected by existing NET road works.

### **Other Options Considered**

10. Consideration was given to the introduction of a stop line, as the site meets Department for Transport visibility criteria at the westbound give-way line on Abbey Road. However, that requires the County Council to have 'explored options to improve visibility', which in this case would require land purchase to move fence lines and tree felling. If the problem persisted the County Council would be able to then apply for special authorisation from the Department for Transport to create a stop-line.
11. As the accident problem has been shown to be overshoots it is felt that a stop-line would not adequately address the problem. As the junction is already well signed and illuminated it is not felt that compliance rates would be significantly higher for a stop-line, than the existing give-way.

### **Reason/s for Recommendation/s**

12. The scheme outlined above was chosen because it provides an effective visual cue that will assist drivers to identify that the junction is there on the approach, not when they arrive and have left it too late to stop. The use of signing and lining will effectively highlight the junction to drivers, but is cost effective and can be implemented with minimal disruption to residents and highway users.

### **Statutory and Policy Implications**

13. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described

below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATION/S**

- 1) Approve the delivery of the proposed junction improvement scheme as detailed in this report, as part of the 2013/14 integrated transport programme.

**Andrew Warrington**  
**Service Director Highways**

**For any enquiries about this report please contact:**  
Helen North – Principal Officer Local Transport Plan Programme.

### **Constitutional Comments (SHB 04.12.13)**

14. Committee by virtue of its terms of reference have power to decide the Recommendation.

### **Financial Comments (TMR (03/12/2013))**

15. The financial implications are set out in paragraph 8 of the report.

### **Background Papers and Published Documents**

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

None.

### **Electoral Division(s) and Member(s) Affected**

- Beeston North – County Councillor Steve Carr