

Cabinet Member (Public Services)

4th November 2014

Name of Cabinet Member:

Cabinet Member (Public Services) – Councillor Lancaster

Director Approving Submission of the report:

Executive Director, Place

Ward(s) affected:

Wyken

Title:

Petition requesting Road Safety near to Ansty Road and Wyken Croft Junction

Is this a key decision?

No

Executive Summary:

An e petition with 9 signatures, organised by a Wyken Ward Resident and sponsored by Councillor Abbott has been presented to the Council asking for road safety improvements at and around the junction of Ansty Road and Wyken Croft. In accordance with the City Council's procedure for dealing with petitions, those relating to requests for road safety are heard by the Cabinet Member (Public Services).

Recommendations:

It is recommended that the Cabinet Member (Public Services):-

- i. Notes the petition
- ii. Endorses that a scheme aimed at reducing the number of road traffic accidents occurring on Ansty Road at its junction with Wyken Croft and Arch Road be considered for inclusion in a future year's Capital Programme.

List of Appendices included:

None

Other useful background papers:

None

Has it been or will it be considered by Scrutiny?

No

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title:

Petition requesting a Road Safety near to Ansty Road and Wyken Croft Junction

1. Background

- 1.1 An e-petition ending on the 31st March has been presented with 9 signatures, organised by a Wyken Ward Resident and sponsored by Councillor Abbott asking:-

“Being a resident of Coventry for the last 5 years and a resident in Wyken for nearly 3 years, I have seen many accidents at the Ansty Road/Wyken Croft junction during peak times in the morning and in the evening. Even though the speed limit is 40 mph, 90% of drivers don’t respect this and there is no speed camera between the junction near Sewall Highway and the M6 junction 2. So people starting after the Sewall Highway junction do go very fast towards the Walsgrave Hospital roundabout. Although there are two pedestrian traffic lights it doesn’t help to slow the speed. Recently and over the years, there have been many fatal accidents and casualties at this junction. Also there is Wyken Croft Primary school near to the junction, which is very busy in the morning and evening, causing traffic jams and posing a threat to children using the roads/traffic lights.

Solution needs to be either traffic lights to turn right into Wyken Croft from Ansty Road travelling from M6 Junction 2 and keep it a 3rd lane so that the traffic doesn’t build up, and also reduce the speed limit to 30 or 20 mph on the stretch from Sewall Highway Junction to the Walsgrave hospital roundabout.”

- 1.2 The junction is situated on the A4600 a busy arterial route into and out of the city linking the city centre to the M6 east. The road at this location is a dual carriageway with a 40 mph speed limit. It is a simple priority junction with a ‘right turning slot’ in the central reserve.
- 1.3 In 2011 a Local Safety Scheme was implemented along Ansty Road in an endeavour to reduce the poor recorded personal injury accident record on the length of the road between Dane Road and Clifford Bridge Road. The major works included:-
- Closing the central reserve at the junction of Mellowdew Road,
 - Providing a right turn filter at the junction of Sewall Highway,
 - Renewing signs and road markings,
 - Removing unnecessary signs and railings throughout the route.

At the junction with Wyken Croft and Arch Road it included renewal of signs, improvements to visibility and alterations to the islands to reduce the incidence of U turns. The scheme has had a significant impact in reducing recorded personal injury accidents between Dane Road and Clifford Bridge Road.

- 1.4 Examination of the Police recorded personal injury accident records for the last three years indicates that the junction has a poor record. Between 1st May 2011 and 1st May 2014 the Police have recorded eight injury accidents at the junction, of which one was fatal, one was serious and six were slight accidents. The predominant factor recorded in 7 of the 8 accidents was drivers making a right turn manoeuvre either into or out of the junction. The 2011 road safety scheme had a significant impact in reducing the personal injury accidents along the length of road between Dane Road and Clifford Bridge Road as well as removing the problems of vehicles ‘U’ turning at the junction. However there is still a significant number of accidents at this particular junction. The current layout of the junction is illustrated by the aerial photograph in appendix A.

- 1.5 The A4600 between the M6 and Dane Road is 40 mph after which it becomes 30 mph into the City.

In September 2014 a traffic speed survey was undertaken on Ansty Road between Hocking Road and Wyken Croft, to verify the results from the 2013 survey over which there had been some doubts over their reliability by local people. The results of the two surveys are summarised below and indicate that both the average speed and the 85th percentile speed (i.e. the maximum speed of 85% of drivers) for a typical weekday was within the national guidance for a 40 mph speed limit. This would suggest that there is not a significant speeding problem on this section of road.

With the closeness of the results from the two surveys and taking into account seasonal and climatic variations in statistical terms they should be regarded as almost identical and so the 2014 survey verifies that the 2013 results were correct.

Although the figures also show that 15% of drivers were exceeding the speed limit, this is not untypical of most major routes in the UK. Further analysis of the 15% of vehicles exceeding the speed limit shows that although 12% of vehicles were just over the speed limit they were below the prosecution threshold. Then of the 3% of drivers who might have been prosecuted the vast majority for a first offence would have been offered driver re-education.

	Eastbound (out of city)			Westbound		
	Mean	85%ile	Volume	Mean	85%ile	Volume
April 2013	34.0 mph	39.7 mph	13346	33.9 mph	39.2 mph	13371
September 2014	33.7 mph	39.6 mph	13349	32.7 mph	38.9 mph	13244

Therefore the data shows that the current speed limit for the road of 40 mph is appropriate for the road taking into account its strategic nature and road layout.

2. Options considered and recommended proposal

- 2.1 There are five potential options available to improve road safety at this junction :-

- a) A 30m to 40m small diameter circular or lozenge shape roundabout would enable the right turn manoeuvre to be undertaken safely and would also act as a speed reduction feature on this length of Ansty Road. However the likely cost to implement it is of the order of £500,000 with utility service diversions and land acquisition so it is unlikely to be implemented for some years with the limited budgets available for local safety schemes.
- b) Traffic signals at the junction incorporating the adjacent pedestrian crossing lights. The carriageway at this point is wide enough to allow the implementation of traffic signals at the junction. No service diversions would be required and no land would need to be acquired as all the necessary land is within the existing adopted highway. To minimise driver confusion the existing pedestrian crossing would be relocated to within the signals. The cost of implementing such a scheme would be of the order of £250,000 and would have to be prioritised against other schemes for consideration for funding in a future years programme. Although it would almost eliminate the right turn accidents at the junction there is a risk that it will produce a number of new accidents in the form of tail shunts with drivers reacting differently to the change from green to red lights.
- c) Gap closure. This would remove all the right turn manoeuvres at this junction and eliminate the majority of accidents occurring at the junction. It would be relatively

cheap to implement (if locally unpopular) at a cost of about £30,000. However there is a risk that with the lack of turning facilities along this length of Ansty Road drivers may do dangerous 'U' turn manoeuvres at other junctions and merely migrate the accidents to another junction.

- d) Stopping the right turn manoeuvre into and out of Arch Road and installing a signal arrangement which would allow a right turn into Wyken Croft but prevents a right turn out of Wyken Croft. In reality this is a mixture of options (b) and (c) and would produce a similar impact. The banned right turn vehicles out of Arch Road traffic, diverting to other routes out of the estate which do not have the conflicting right turn manoeuvre. Those not able to turn right out of Wyken Croft would either use other routes through the estate to enable them to turn right at the Sewall Highway or use the Clifford Bridge Road roundabout to turn around. Probable cost £250,000.
- e) Reduction of the speed limit. The petitioner has also suggested:-
- *reduce the speed limit to 30 or 20 mph on the stretch from Sewall Highway Junction to the Walsgrave hospital roundabout*

As has been discussed earlier in the report, the road environment on this section of Ansty Road produces road speeds that are about correct for a 40mph speed limit.

A 20 mph speed limit would have to be self-enforcing and thus require the extensive construction of road humps along this section of road which on a primary route in and out of the city and main access to the Hospital is not appropriate.

A 30 mph speed limit will either need vigorous enforcement by the Police or dramatic changes to the road environment so as to be self-enforcing to reduce the speed results from the survey shown in limb 1.5. Police enforcement would require a 2 speed cameras to be erected to ensure compliance with the speed limit. The road environment changes needed to reduce the speed to 30 mph would probably require the road to be narrowed to single lane which is likely to significantly increase congestion on this section of road and is therefore not considered to be a realistic option. However many of the accidents that are occurring are not directly speed related and it is likely the poor accident rate would continue but with the severity of injury accidents potentially reduced.

- 2.2 To resolve the unsatisfactory road safety record at this junction option (b) (c) and (d) in particular require further detailed investigation and then prioritisation against other local safety schemes for consideration in future local safety scheme programmes.

3. Results of consultation undertaken

- 3.1 No consultation has been undertaken. If and when funding becomes available for a scheme consultation will be undertaken with anyone likely to be affected about any potential changes to the junction.

4. Timetable for implementing this decision

- 4.1 It is not possible at this time to give a realistic timetable for the implementation of any scheme at this junction because of a number of variables in particular:-
- What budgets the City Council will have for local safety schemes in future financial years.
 - The priority this scheme will have against other local safety schemes.

5. Comments from Executive Director, Resources

5.1 Financial implications

If the implementation of a scheme is agreed, the cost of implementing it will be funded from the Highways Maintenance and Investment Capital Programme budget through the Local Transport Plan, the scheduling of works being based on the priority of the scheme and the funds available.

5.2 Legal implications

Under s.39 Road Traffic Act 1988 the Council must carry out studies into road accidents involving vehicles and bring forward a programme of measures to promote road safety across the city. The Council has a range of highway improvement and traffic management powers available to it consistent with Department for Transport regulations and guidance.

6. Other implications

6.1 How will this contribute to achievement of the Council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / Local Area Agreement (or Coventry Sustainable Community Strategy)?

If the recommendation to include the junction of Ansty Road and Wyken Croft on the local safety scheme list is approved, then the implementation of a scheme in a future year will contribute the City Council's aim of improving road safety and enable citizens to live longer and more healthily.

6.2 How is risk being managed?

None

6.3 What is the impact on the organisation?

None

6.4 Equalities / EIA

No specific equalities impact assessment has been carried out. However, if the recommendation to include the junction of Ansty Road and Wyken Croft on the local safety scheme list is approved, there will be a positive impact on reducing road traffic casualties from the subsequent implementation of a scheme. The timing of the implementation of a scheme will depend on its prioritisation against other schemes.

6.5 Implications for (or impact on) the environment

If the recommendation to include the junction of Ansty Road and Wyken Croft on the local safety scheme list is approved, it is likely that any measures implemented will have the effect of reducing road traffic accidents. This will have a positive impact on the environment.

6.6 Implications for partner organisations?

None

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Place

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Enquiries should be directed to the above person.

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Appendix A – Aerial photograph of junction

