

## Portfolio Holder Decision Ash Green Proposed Casualty Reduction Scheme

<b>Portfolio Holder</b>	<b>Portfolio Holder for Transport and Planning</b>
<b>Date of decision</b>	<b>13 May 2022</b>
	<b>Signed</b> 

### 1. Decision taken

That the Portfolio Holder for Transport and Planning approves that all of the elements of the proposed casualty reduction scheme be implemented as advertised pursuant to section 90A of the Highways Act 1980.

### 2. Reasons for decisions

Reduced vehicle speeds will increase the safety of a junction where the number of collisions involving personal injuries requires casualty reduction measures. The scheme should not cause the environmental harms mentioned by the objector and the alternatives of speed cameras, traffic lights or a roundabout proposed by the objector are not feasible or appropriate in this location.

### 3. Background information

Reasons for the proposed scheme at this location.

3.1 The purpose of the Traffic and Road Safety Team Casualty reduction schemes is

to reduce personal injury claims at sites where there have been a large number of collisions resulting in injury to members of the public. These schemes are data led with the engineering team investigating all the collisions that have occurred over the last 5 years to see if there is a common factor to the collisions. The most cost-effective engineering works are implemented to reduce the causation factors that resulted in the collisions. Ash Green Cross Rd is one of these sites. The data shows that there were 7 personal injury collisions (PICs) in the last 5 years resulting in 12 casualties. The majority of these collisions were due to vehicles failing to give way when egressing either from New Rd or Vicarage Lane. Implementing the proposed traffic calming measures and improvements shown in the consultation plans in Appendices 3 & 4 should reduce the speed of the approaching motorists along this section of carriageway which should in turn increase the reaction time for motorists exiting and entering the intersection. This will create a positive return by reducing personal injury collisions.

3.2 The proposed casualty reduction scheme includes signing, carriageway markings, and the installation of 11 sets of speed cushions. The sets of speed cushions will be located on all four arms of the crossroads. Each set of cushions are usually made up of 2 speed cushions one located on each running lane of the carriageway. In total 23 cushions will be installed as part of this scheme, as one set of cushions will be made up of 3 single cushions (this is due the carriageway width on New Rd outside property No 4). The scheme will also benefit from the construction of tactile pedestrian crossing points; one will be located north of the crossroads on Royal Oak Lane and the other crossing point will be located south of the crossroads on Ash Green Lane, near the local amenities.

3.3 The scheme has been consulted on between 10<sup>th</sup> March to 1<sup>st</sup> April 2022 which included the local newspaper, public notices being erected on site, and all the information uploaded to the WCC website and copies of the proposed scheme being made available at the local council offices and Shire Hall.

3.4 A statement of reasons for proposing the casualty reduction scheme is appended to this report in Appendix 1. The onsite public notice is in Appendix 2 and the Consultation Plans for the scheme are in Appendices 3 & 4.

### **3.5 One objection has been received from a local resident as follows:**

"I should like to object to the proposed Casualty Reduction Scheme at the Ash Green Crossroads on several grounds.

I don't believe that the installation of 23 speed cushions is ecologically sound. They cause traffic to slow down and then speed up again, which increases fuel consumption and generates more emissions.

This acceleration also causes the generation of more noise, as does the impact of some vehicles when they contact the speed cushions, even at reduced speed.

Repeated braking when approaching speed cushions causes more wear and tear on braking systems and generates more particulates. The impact also causes more wear on suspension systems.

A far better way to ensure compliance with speed limits would be average speed cameras, which have been widely installed by Coventry City Council and are proving

effective.

The main problem at Ash Green Crossroads is the restricted visibility for vehicles, especially for those pulling out from Vicarage Lane. Speed cushions will do nothing to improve the visibility. A far better solution would be a small roundabout or, ideally, traffic lights.

If I pull out from Vicarage Lane and am hit by a vehicle travelling slightly slower because of speed cushions then I think I would far rather pull out on a green traffic light and not be hit at all."

### **3.6 The officer response to this objection is as follows:**

The speed cushions will be installed along the carriageway with sufficient spacing between each set not to allow vehicles to increase their speed between each set while travelling along the carriageway. The design of the speed cushions and the shallow ramped sides allow vehicles to negotiate the cushions at a steady low speed rather than having to brake heavily and accelerate over a much steeper entry ramp which can be found on the larger speed tables. These cushions should encourage the motorists to travel along the carriageway at a reduced and consistent average speed rather than braking and accelerating at each speed cushion.

To install a speed camera at a location it has to meet certain criteria set out by the Department of Transport (DFT) Circular 01/2007. Speed cameras are mainly located on main carriageways where the data shows that there has been a history of collisions over the last 5 years where speed has been a contributing factor and the 85<sup>th</sup> percentile speed of motorists using the section of carriageway been over the set speed limit. The carriageways leading up to and through Ash Green Crossroads do not meet any of the criteria set out in the DFT Circular for the installation of speed cameras.

The junction in question has double yellow lines installed on all of its junctions to allow for better visibility for motorists exiting this junction. The issue of vehicles parking on the yellow lines has been raised and passed onto the enforcement team to investigate. The introduction of the tactile pedestrian crossing points at either side of the Crossroads on Royal Oak Lane and Ash Green Rd should reduce the number of vehicles blocking the visibility splays.

The construction of the speed cushions on the approaches to the Crossroads should reduce the speed of the approaching motorists which should in turn increase the reaction time for motorists exiting and entering the intersection.

The cost of installing a set of traffic signals at this junction would be in the region of around £0.8M and it would cost up to £3M to construct a roundabout. The Traffic and Road Safety Team investigated all the collisions that have occurred at this junction over the last 5 years along with the geometry of the carriageway and came up with the most cost-effective engineering schemes to reduce the number of collisions at the location. The geometry of the carriageway and surrounding land does not lend itself to installing a roundabout at this location. If it was possible to install a roundabout the visibility splays for motorists could be impeded by the surrounding buildings as the give way lines would have to be set further back from the junction to allow for the

installation of the roundabout, which in turn could increase the number of collisions occurring at the intersection.

#### 4. Financial implications

The scheme will be fully funded from the budget allocated to the Traffic and Road Safety Team for Casualty reduction schemes. This scheme has a cost estimate of £110,000. Any further works required post Road Safety Audit Stage 3 will be met from within the approved budget.

#### 5. Environmental implications

The environmental impacts of road safety schemes will vary according to the circumstances and would need to be factored into decision-making on a scheme-by-scheme basis. The proposed scheme will result in lower speeds which can reduce fuel consumption and air and noise pollution as well as encouraging the confidence of walkers and cyclists.

Appendices:

- Appendix 1: - Statement of Reasons.
- Appendix 2: - Public Notice.
- Appendix 3: - Consultation Plan Sheet 1 of 2
- Appendix 4: - Consultation Plan Sheet 2 of 2

<b>Report Author</b>	Marcus Alford-Longley <a href="mailto:marcusalford-longley@warwickshire.gov.uk">marcusalford-longley@warwickshire.gov.uk</a> ,
<b>Assistant Director</b>	Dave Ayton-Hill <a href="mailto:davidayton-hill@warwickshire.gov.uk">davidayton-hill@warwickshire.gov.uk</a>
<b>Strategic Director</b>	Mark Ryder <a href="mailto:markryder@warwickshire.gov.uk">markryder@warwickshire.gov.uk</a>
<b>Portfolio Holder</b>	Wallace Redford <a href="mailto:wallaceredford@warwickshire.gov.uk">wallaceredford@warwickshire.gov.uk</a>

<b>Urgent matter?</b>	No
<b>Confidential or exempt?</b>	No
<b>Is the decision contrary to the budget and policy framework?</b>	No

<b>List of background papers</b>
None.

<b>Members and officers consulted and informed</b>
Portfolio Holder – Councillor Wallace Redford  Corporate Board – Mark Ryder  Legal – Serena Cammish/Ian Marriott  Finance – Virginia Rennie  Equality – Keira Rounsley  Democratic Services – Isabelle Moorhouse  Councillors – Clarke, Chilvers, Fradgley and D’Arcy  Local Member(s): Gilbert

This page is intentionally left blank