

OFFICER DECISION IN CONSULTATION WITH CABINET MEMBER

Scheme of Delegation No: 198, Page 132

Officer: Mike Robinson

A1044 LOW LANE AIP STUDY

SUMMARY

This report describes the findings of the accident investigation and prevention study undertaken for the section of the A1044 between Glaisdale Road and Barwick Way in Stockton-on-Tees. It recommends accident prevention and mitigation measures taking into account responses that have been received during the public consultation process.

RECOMMENDATIONS

It is recommended that:

- 1 The results of the consultation exercise be noted.
- 2 The proposals outlined in this report be approved at an estimated cost of £88,000 to be funded from the 2007/8 capital budgets.
- 3 The Director of Law and Democracy to be authorised to process the necessary traffic regulation order and notice of works and receive any objections.
- 4 The local Ward Councillors, Parish and Town Councils be informed of your decision.
- 5 Further speed surveys be undertaken between Glaisdale Road and the A67 Thirsk Road/A1044 Green Lane roundabout to allow an assessment to be made of the existing 50mph speed limit that exists on this stretch of road.

DETAIL

Existing Situation

- 1 The A1044 is a Primary Distributor Road and a single carriageway road which carries a peak hour traffic volume of approximately 1,300 vehicles per hour and averages 15,000 vehicles per day.
- 2 The section of road under consideration extends from its junction with Barwick Way to the east and Glaisdale Road to the west. The road is subject to the national speed limit of 60mph. The only street lighting present along the study section is at the roundabout junction with Barwick Way.

Accident Summary

- 3 Table 1 in **Annexe 1** gives details of the 28 injury accidents that have occurred on the A1044 between Barwick Way and Glaisdale Road between 2003 and 2006. The

trend shows that there have been between seven and nine accidents each year. The severity index has increased between 2003 and 2006.

- 4 Table 2 in **Annexe 1** gives the accident rate for the A1044 between 2003 and 2006 per 100 million vehicle kilometres and compares this with the national rates for Great Britain for rural A class roads. Only partial data was available for 2006, therefore accident rates for this year were determined pro-rata. It can be seen from the table that the accident rate for A1044 is considerably higher than the national accident rates for a road of its class.
- 5 Existing vehicle speeds along the A1044 Low Lane are the major concern as detailed investigation of the accidents show that a notable proportion of the accidents have occurred solely due to excess speed whilst in other cases, speed has been a contributory factor. As such, the main focus of the study is to determine measures to reduce the approach speed at junctions and around the curved alignment of the A1044 Low Lane under consideration.

Site Specific Analysis

Three distinct locations with accidents clusters were identified for the A1044, Low lane as follows :

A1044 Low Lane/Hilton Road/Fox Covert PH Junction

- 6 Sixteen accidents, including four that were serious, have occurred at this junction. A majority involved rear end shunts into stationary right turning vehicles waiting to turn into Hilton Lane or into the Fox Covert Public House car-park.
- 7 There have also been a number of accidents involving right turning vehicles, into and out of Hilton Lane, colliding with south-westbound mainline traffic indicating that the visibility in this direction for the turning traffic is poor. Moreover, the accident descriptions suggest that the south-westbound mainline traffic travel at high speeds towards the bend and are unable to slow down or stop in time after sighting the right turners or the stationary traffic ahead.
- 8 Two further accidents have occurred for north-eastbound traffic just past the Hilton Lane junction when vehicles travelling at high speeds failed to negotiate the bend in the road and lost control. Both accidents occurred in the dark.
- 9 It has also been observed on site that eastbound vehicles sometimes undertake stationary vehicles waiting to turn right into Hilton Lane. In order to do this, vehicles utilise the extra space created by the exit lane from the Fox Covert car park. This exit lane terminates shortly after the junction and therefore uncertainty can be caused amongst drivers who are travelling at high speeds when they realise that this manoeuvre can be risky to execute once started. It is likely that this will be one of the causes of rear end shunt accidents.
- 10 Site observations have also revealed sub-standard visibility to the left for vehicles turning right out of Barwick Lane. There have not been any accidents involving this manoeuvre but concerns have also been raised via Stockton Council's Officers' Traffic Group meeting.
- 11 Speed surveys in the vicinity of the Fox Covert junction have shown that the 85th percentile speeds are 44mph and 46mph in the eastbound and westbound

directions respectively. Similarly, the average speeds are 41mph and 43mph in the eastbound and westbound directions respectively with maximum speeds above 50mph in both directions. Although these speeds are within the existing speed limit of 60mph, they are high given the curved road alignment and lack of forward visibility.

- 12 Speed surveys have also been undertaken on Leven Bank Road which have shown that in two locations, the 85th percentile and average speeds in both directions are 40mph or below. At the third location, the 85th percentile speeds are just above 40mph in both directions whilst the average speeds are 41 mph and 39 mph in the eastbound and westbound directions respectively.

A1044 Leven Bank / Boarding Kennel / Leven Close Farm

- 13 Three accidents have been identified in this location, two of which were serious and occurred when vehicles travelling at high speeds in the north-eastbound direction lost control on a bend. Both occurred in dark conditions. The third accident occurred due to an aggressive overtaking manoeuvre by a motorcyclist.

A1044 Leven Bank near Old Cross Keys PH

- 14 Three injury accidents were recorded at this location with speed being the common factor. Two of the accidents involved a speeding vehicle losing control on Leven Bridge and the third was a rear end shunt into a stationary right-turning vehicle.

Other Locations

- 15 Four accidents, two of which were serious, have occurred to the east of the Glaisdale Road junction. Three (one serious) of these accidents involved a vehicle losing control. The fourth accident, which was serious, involved a rear end shunt into a stationary right-turning vehicle.
- 16 One slight accident occurred approximately 100m south of Leven Bridge when a vehicle, on braking to stop behind a line of traffic, skidded and collided with a vehicle in the opposite direction. A further accident occurred approximately half way up Leven Bank when a motorcycle driver lost control.

Proposed Measures

- 17 The proposed measures can be seen on **drawing C.950.SK01** in **Annex 2** and are detailed below :

A1044 Low Lane/Hilton Road/Fox Covert PH Junction

- Reduction in speed limit from 60mph to 40mph using speed limit signs and on-road speed roundels
- 2m wide right turn lane into Hilton Road and into the Fox Covert Public House car park
- Hatching and red-surfacing to deter overtaking and provide visual road narrowing
- Gateway features

- Speed indicator display signs in both directions on A1044 Low Lane prior to junction approaches
- Anti-skid surfacing on approaches to the junction
- Street lighting along A1044 Low Lane on both sides of the junction and extending up to existing lighting at Barwick Way Roundabout
- Crash barrier next to the pub car-park
- Right turn ban from Barwick Lane using signs and road-markings

A1044, Leven Bank to Glaisdale Road

- Reduction in speed limit from 60mph to 40mph using speed limit signs and on-road speed roundels that will maintain continuity in the new speed limit
- Speed indicator display device

18 It should be noted that approval for a housing development at the former Cross Keys Public House site has been given. Highway improvements conditioned to the development include a new access location and provision of a ghost island right-turn lane facility. The latter improvement will mean the overtaking lane on Leven Bank will commence further to the north-east.

Economic Assessment of Measures

19 The annual accident saving due to the proposed measures at the A1044, Low Lane / Hilton Lane / Fox Covert PH junction is estimated at £158,662 and the total cost of implementing the proposed treatment measures is £66,125. Similarly, for the section of A1044 between Leven Bank and Glaisdale Road the annual accident savings due to speed limit reduction is estimated at £86,658 and the cost of implementing this measure is £5,560.

20 The feasibility of the treatment measures proposed in this study has been determined based on the First Year Rate of Return (FYRR). The proposed measures at the Fox Covert PH junction give a FYRR of 240%. The speed limit reduction measure between Leven Bank and Glaisdale Road gives a FYRR of 1559%. Both these figures demonstrate the cost-benefit of the proposals.

FINANCIAL IMPLICATIONS

The estimated cost of the works is £88,000 to be funded out of the 2007/8 capital budgets.

POLICY CONTENT

The proposals are consistent with the Community Plan to ensure a safer Borough, the Council's Road Safety Plan and Local Transport Plan. Reducing road traffic accidents is a key objective of the Council's Public Service Agreement.

CONSULTATION – WARD COUNCILLORS

Local Ward Councillors have been consulted at all stages on the proposals and have therefore been involved in the scheme development. All the comments received are detailed below. Responses to these comments are included in the table in **Annexe 3**.

Ingleby Barwick East

The initial response from Cllr Harrington was to wait for the outcome of the 'December 2006 Ward Surgery' after which he recommended to proceed with the scheme. He also asked that consideration be given to extending the proposed 40mph speed limit to the A67 Thirsk Road/A1044 Green Lane roundabout to the west. Cllr. Larkin agreed with the comments of Cllr Harrington and those of Hilton Parish Council as detailed below. Cllr. Faulks has given his support to the scheme.

Ingleby Barwick West

The initial reaction of Cllr. Dixon was to support the scheme but he also recommended waiting until after the 'December 2006 Ward Surgery' as the scheme was already on the meeting agenda. No further response has been received as yet. Cllr Narroway asked if consideration could be given to extending the consultation as wide as possible including a public exhibition.

Yarm

Cllr. Beaumont and Cllr Sherris both gave their support to the scheme but asked for consideration to be given to the reduction in the speed limit to 40 mph between Glaisdale Road and the A67 Thirsk Road/A1044 Green Lane roundabout.

CONSULTATION –TOWN AND PARISH COUNCILS

Ingleby Barwick Town Council, Hilton Parish Council and Yarm Town Council have all been consulted on the proposals and the comments received are detailed below. Responses to these comments are included in the table in **Annexe 3**.

Ingleby Barwick Town Council

The Town Council fully supported the proposals outlined for the road safety scheme. They also asked for consideration to be given to providing street lighting along Leven Bank. They also asked if consideration could be given to extending the consultation as wide as possible, including public exhibitions in Ingleby Barwick.

Hilton Parish Council

The Parish Council was generally pleased that action is being taken but expressed particular interest in having a mini roundabout at the A1044 Low Lane/ Hilton Lane junction. Further comments included;

- A left turn filter lane for traffic approaching the Fox Covert from Hilton preventing a tail back of traffic caused by right turning vehicles.
- Reduce from 2 lanes to 1 lane part of Leven Bank on the Hilton side to prevent overtaking on the brow of the hill and often excessive speeds as motorists approach the Fox Covert junction.
- Another councillor has concerns about the 2m wide right turn lane on the A1044 as this could cause accidents since any long vehicles will find it impossible to turn into the Hilton road without their tails swinging into the through-lane. At present any vehicle passing on the inside of the A1044 has reason to, and should, consider the movements of vehicles in the middle of the road turning right.

The scheme has been amended following two other comments received from Hilton Parish Council, namely the removal of the rumble strips that were initially proposed as part of the scheme and the extension of the street lighting into Hilton Lane.

Yarm Town Council

No comments have been received from Yarm Town Council.

CONSULTATION – PUBLIC

Letters were delivered to frontages on the affected length of the A1044 Low Lane enclosing a plan, questionnaire and a pre-paid envelope to seek residents views with respect to the proposals. The proposals were also posted on the Stockton Borough Council website where comments were invited via e-mail.

7 questionnaire responses were received all of which supported the proposals. An e-mail was also received from a resident of Goulton Close in Yarm who supported some of the scheme but did not support the proposal to reduce the speed limit. Further correspondence was received from a cyclist who travels between Ingleby Barwick and Stokesley on a daily basis. He requested that a physical island or pedestrian crossing be included near to Barwick Lane to assist cyclists and pedestrians when crossing Low Lane. No responses were received via the SBC website.

All the comments received from the public, including those detailed above, can be seen, with a response, in the table in **Annexe 3**.

CONSULTATION – OTHER

Sustrans have been consulted on the proposals and are in support of the scheme. However, they have asked that cyclists be exempt from the right turn ban out of Barwick Lane. This comment, with a response, is included in the table in **Annexe 3**.

CONCLUSIONS

The severance created by major transport arteries can be an issue for local residents. The measures proposed will reduce traffic speeds which should in turn reduce the potential for accidents (or the severity of any accidents which do occur).

Corporate Director of Development & Neighbourhood Services

Contact Officer : **Mark Gillson**
Tel No : **01642 526725**
E-mail : **mark.gillson@stockton.gov.uk**

Environmental Implications

The scheme should reduce the accident rate on the treated length of road, thus ensuring that the Borough continues to be a safe, healthy and attractive place in which to live and work.

Community Safety Implications

Addresses road safety concerns confirmed by the injury accident record.

Background Papers

Officer/Cabinet Member Decision No. SD/H/177.

Education Related Item?

No.

Ward(s) and Ward Councillors

Ingleby Barwick East : Councillors Kevin Faulks, David Harrington and Andrew Larkin
Ingleby Barwick West : Councillors Kenneth Dixon, Lee Narroway and Ross Patterson
Yarm : Councillors Jennie Beaumont, Brian Jones and Andrew Sherris

Signed by the Delegated Officer Date

Mike Robinson
Head of Technical Services

A1044 LOW LANE AIP STUDY

I accept / do not accept the above recommendations

Signed Date

Clr R Cook
(Cabinet Member for Regeneration & Transport)

Comments

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....