

**READING BOROUGH COUNCIL  
REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES**

<b>TO:</b>	<b>TRAFFIC MANAGEMENT SUB-COMMITTEE</b>		
<b>DATE:</b>	<b>14 JUNE 2017</b>	<b>AGENDA ITEM:</b>	<b>11</b>
<b>TITLE:</b>	<b>HIGHMOOR ROAD JUNCTION WITH ALBERT ROAD - ROAD SAFETY UPDATE REPORT</b>		
<b>LEAD COUNCILLOR:</b>	<b>TONY PAGE</b>	<b>PORTFOLIO:</b>	<b>STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT</b>
<b>SERVICE:</b>	<b>TRANSPORTATION &amp; STREETCARE</b>	<b>WARDS:</b>	<b>THAMES</b>
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**1. EXECUTIVE SUMMARY**

- 1.1 The purpose of this report is to inform the Sub-committee of works that have taken place to improve road safety at the junction of Highmoor Road with Albert Road, Caversham. There have been a number of reports to the Sub-committee relating to road safety at the junction of Highmoor Road with Albert Road. The most recent report (14<sup>th</sup> September 2016) led to additional road markings and an extension to the double yellow line waiting restriction on which this report updates the Sub-committee. To fully understand the context of this report the Sub-committee is reminded of the previous reports to which section 10 BACKGROUND PAPERS refer.

**2. RECOMMENDED ACTION**

- 2.1 That the Sub-committee note the contents of this report.
- 2.2 That in consideration of the changes carried out so far to improve road safety at this junction officers continue to review the situation and add further road markings to Albert Road as defined in 5.1

**3. POLICY CONTEXT**

- 3.1 The government expects Local Authorities to implement road safety schemes to address sites with a history of personal injury collisions,

and where possible link these with the promotion of sustainable travel.

- 3.2 Under the 1988 Road Traffic Act, the Highway Authority has a duty to take steps to both reduce and prevent collisions on the road network. In addition under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic. (Traffic is defined to include pedestrians). It is therefore imperative that the authority continues to strive to reduce road casualties to ensure the network is safe for all users.

#### 4.0 WORKS COMPLETED TO DATE

- 4.1 The double yellow line waiting restriction have been extended within Highmoor Road (west side) further back from the junction along with the dragons teeth marking. With the extended double yellow line in place this part of Highmoor Road has been transformed and the presence of the junction is now clearer. The dragons teeth road marking is clear of any parking and provides an impression of a narrowing carriageway and counting down to the (hazard) junction ahead.
- 4.2 The dragons teeth marking has also been applied to the northbound approach of Albert Road to the junction. This appears to have led to some reduction in driven speed and again highlighted the presence of the junction.
- 4.3 The result of this work has reduced the risk of drivers failing to stop on the west side of Highmoor Road and consequently reduced the risk of a conflict occurring. A meeting took place with a representative of CADRA (Paul Matthews) on Tuesday 9<sup>th</sup> May 2017 to review these latest changes at the junction. Paul's thoughts (in response to the works) are appended to this report (appendix 1).
- 4.4 The professional opinion is that as long as this junction remains a cross roads the risk of accidents resulting in casualties remains. The desire for speed reduction measures, a wider 20mph speed limit and additional traffic management measures may be reasonable long term ambitions for the area as a whole. However, as explained in previous reports these measures will never remove the casualty risk and community concern around visibility as long as this junction remains a cross roads.
- 4.5 The council as highway authority received a Regulation 28 notice from the Coroner on 3<sup>rd</sup> April 2017. This regulation applies where a coroner is under a duty to make a report to prevent other deaths. This is in response to the fatality that occurred at the junction on 14<sup>th</sup> May 2016. Our response has included the works carried out to date and the continued commitment to making this junction safer.

## **5.0 NEXT STEPS**

- 5.1 A further CCTV survey shall be carried out to further evidence the change in driver behaviour. Once this has been completed officers will consider further options and opportunities. With the result of the CCTV survey a meeting will be offered to both community groups CADRA and HARC to discuss improvements so far and further opportunities. In the meantime, there is no practical reason to prevent the additional dragons teeth markings being applied to the southbound Albert Road approach to the junction. Therefore, it is recommended to include the additional dragons teeth as soon as possible.

## **6. CONTRIBUTION TO STRATEGIC AIMS**

- 6.1 The delivery of road safety and casualty reduction schemes help to deliver the following Corporate Plan Service Priorities:
- Keeping the town clean, safe, green and active.
  - Providing infrastructure to support the economy
  - Remaining financially sustainable to deliver these service priorities.

## **7. COMMUNITY ENGAGEMENT AND INFORMATION**

- 7.1 Our road safety and casualty reduction policies form part of our Local Transport Plan which was last consulted upon in 2010. Some locally promoted changes may require a public consultation process in line with the Local Authorities Traffic Order (Procedure) (England & Wales) Regulations 1996.

## **8. LEGAL IMPLICATIONS**

- 8.1 None as a result of this report.

## **9. EQUALITY IMPACT ASSESSMENT**

- 9.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
  - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
  - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

## **10. FINANCIAL IMPLICATIONS**

- 10.1 The changes suggested within this report are relatively low cost and will be funded from existing transport budgets.

## **11. BACKGROUND PAPERS**

- 11.1 TM Sub Committee 16<sup>th</sup> January 2014 petition submission. TM Sub Committee 13<sup>th</sup> March 2014 Annual Road Safety Review. TM Sub Committee 11<sup>th</sup> September 2014. TM Sub Committee 4<sup>th</sup> November 2014. TM Sub-committee 15<sup>th</sup> January 2016. TM Sub-committee 15<sup>th</sup> June 2016. TM Sub-committee 14<sup>th</sup> September 2016. TM Sub-committee 3<sup>rd</sup> November 2016.



**Caversham  
And  
District  
Residents  
Association**

## **Albert Road/Highmoor Road Junction**

### **Review of Accident Remedial Measures**

**9th May 2017**

#### **1. Site meeting**

A site meeting was held at the Albert Road/Highmoor Road Junction at 10am on 9th May 2017 between Reading Borough Council Officers, led by Mr Simon Beasley, and CADRA member Paul Matthews. It was agreed that Paul would write a brief summary of his views on the accident remedial measures that have been installed at the junction.

#### **2. Cause of Collisions**

The primary cause of accidents at the junction appears to be: eastbound vehicles in Highmoor Road failing to stop and colliding with northbound vehicles in Albert Road. Drivers have difficulty seeing the junction. It has been theorised that this is exacerbated when bright sunlight reflects from the road surface, which obscures the road markings, and the 'STOP' sign is in the shade of an adjacent tree. Visibility of the junction seems to be a particular problem for drivers who are unfamiliar with the area.

Other related problems are poor visibility for vehicles emerging from Highmoor Road and the speed of vehicles in Albert Road.

#### **3. Accident Remedial Measures**

In addition to renewing the existing road markings, additional waiting restrictions in Highmoor Road on the approach to Albert Road and 'dragon's teeth' markings on the Highmoor Road and Albert Road approaches have been installed.

#### **4. CADRA's Opinion on the Accident Remedial Measures**

- The 'dragon's teeth' and additional waiting restrictions in Highmoor Road have made the presence of the Albert Road junction clearer for eastbound drivers.
- The 'dragon's teeth' in Albert Road appear to have slowed northbound vehicles on the approach to Highmoor Road and alerted them to the presence of the junction.
- Southbound vehicles still approach the junction at inappropriate speeds and 'dragon's teeth' on this approach might also be helpful in reducing speeds.
- It is disappointing that the unhelpful centre of carriageway hatched road markings and 'hooking' right turn arrows have not been removed. This would allow the Highmoor Road 'STOP' line to be advanced into Albert Road to improve visibility for emerging drivers (eg. the advanced 'Give-Way' line at The Warren/St Peter's Hill).
- Whilst it is fully understood that the primary consideration MUST be the reduction in personal injury accidents, the road markings are very intrusive on the residential street scene. A lower key and preferable solution would be a comprehensive traffic calming scheme that physically prevents speeds in excess of 20mph. At low speed collisions would be less likely to occur and any collisions would be less severe.
- It is too early in the year to conclude that the measures are fully effective as the summer tree canopies are not fully mature. (Nb the bright sunlight/hidden traffic sign theory).