

## READING BOROUGH COUNCIL

### REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	13 SEPTEMBER 2017	AGENDA ITEM:	15
TITLE:	JUNCTION REVIEW - ST PETERS HILL & THE WARREN		
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#### 1. EXECUTIVE SUMMARY

- 1.1 This report provides the Sub-Committee with the results of a junction review at St Peters Hill and The Warren, following a request from the Sub-Committee at its meeting in June 2017.
- 1.2 Appendix 1 provides the visibility splay on egress from The Warren, at its junction with St Peters Hill.

#### 2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That no further action be taken at this time.

#### 3. POLICY CONTEXT

- 3.1 The policy on the placement of traffic mirrors is contained within the Traffic Management Policies and Standards, as amended following the June 2017 meeting of the Traffic Management Sub-Committee.

#### 4. BACKGROUND AND RECOMMENDATIONS

- 4.1 A historic traffic mirror on St Peters Hill, at its junction with The Warren, was removed toward the end of 2016, as it was beyond its

usable life. Officers did not consider that this mirror was necessary or appropriate for this location and it has not been replaced.

- 4.2 At the June 2017 meeting of the Sub-Committee, Officers recommended an amendment to the Councils Traffic Management Policies and Standards relating to the placement of traffic mirrors on the Highway. This amendment was agreed by the Sub-Committee.
- 4.3 The amendment to the policy states '*Where there is severely restricted visibility and an identifiable injury accident record that has not been successfully resolved by all other traffic management measures, a mirror may be considered for a trial period of 12 months.*' In this context, Officers were asked to conduct a review of the junction and propose other traffic management methods to reduce risks to motorists exiting from The Warren, due to the perception of restricted visibility at the junction.
- 4.4 Officers have measured the visibility splay of the junction. The method for conducting this measurement is stated in the Department for Transport's Manual for Streets, and is used as guidance for new street design and informs the implementation of changes on existing streets.
- 4.5 From a point 2.4m back from the junction (give way line), the minimum visibility was measured along St Peters Hill. 2.4m is considered a '*...reasonable maximum distance between the front of the car and the driver's eye*'. The minimum recommended distance for visibility at a junction on a 30mph road is 43m in both directions, when adjusted for a vehicle bonnet.
- 4.6 Appendix 1 illustrates the visibility splay at the junction, which exceeds the minimum recommended distance in both directions.
- 4.7 Officers have reviewed the Police-supplied casualty data for this junction. Over the period of data that the Council holds (from June 2017 back to 1990), there have been a small number of collisions involving vehicles that have exited the junction of The Warren onto St Peters Hill. There have been no recorded incidents involving casualties since the removal of the traffic mirror.
- 4.8 Officers consider that the junction exceeds the recommended visibility levels and would not recommend proposing any amendments to the junction.

## 5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 None arising from this report.

## **6. COMMUNITY ENGAGEMENT AND INFORMATION**

6.1 None arising from this report.

## **7. LEGAL IMPLICATIONS**

7.1 None arising from this report.

## **8. EQUALITY IMPACT ASSESSMENT**

8.1 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.

8.2 No alterations are being proposed as part of this report.

## **9. FINANCIAL IMPLICATIONS**

9.1 None arising from this report.

## **10. BACKGROUND PAPERS**

10.1 Traffic Mirrors (Traffic Management Sub-Committee - June 2017).

