



## AREA PANEL THREE 8 SEPTEMBER 2004

Report of the Assistant Director of Highways, Transportation and Waste Management

### **To consider the investigations that have taken place in response to the receipt of a petition from residents of St. Alban's Road regarding the speed and volume of traffic which uses St. Alban's Road/Manor Road**

#### **SUPPORTING INFORMATION**

- 1.1 A petition was received in February 2004 containing 25 signatures. The petition accompanies a letter from the lead petitioner which is attached for information.
- 1.2 The letter refers to the speed and volume of traffic which uses St. Alban's Road and two proposals are suggested to reduce both the vehicle speed and volume. A subsequent letter has also been received from another resident of St. Alban's Road expressing his concerns about road safety on St. Alban's Road which is attached for your information.
- 1.3 The two proposals are to prevent vehicles turning right out of St. Alban's Road on to Manor Road and to make St. Alban's Road one way from Louvain Road to Manor Road which vehicles only allowed to exit on to Manor Road.
- 1.4 Surveys have been carried out to assess the volume and speed of vehicles using St. Alban's Road and Louvain Road. The survey revealed that 38 vehicles were observed entering Farley Road and travelling through to St. Alban's Road with 29 vehicles travelling in the opposite direction. The surveys were carried out at peak times, between 8.00 am and 9.30 am and 4.00 pm and 6.00 pm. These figures are not considered to be high and do not present strong evidence that Louvain Road and St. Alban's Road are being used by significant amounts of through traffic between Manor Road and Burton Road. The speed survey showed 85 percentile speeds (%ile) figures of 30 mph and 31 mph in the morning peak and 30 mph and 27 mph in the afternoon peak for the traffic travelling on Louvain Road towards St. Alban's Road and Farley Road (85%ile being the 85th highest speed out of 100 measured).
- 1.5 Surveys previously carried out on St. Alban's Road itself showed 85%ile figures on 30 mph and 28 mph. These show a good level of compliance with the existing 30 mph restriction. Recent surveys of traffic volumes on St. Alban's Road taken at peak times showed that 623 vehicles used St. Alban's Road in a period of 2½ hours. Although this number is quite high it is evident from the accident data and the speed survey data that motorists are travelling quite safely and at an acceptable speed. There have been 2 recorded injury accidents where St. Alban's Road meets Bedford Street and also one on Louvain Road, all in the last 3 years.

- 1.6 The petitioners have concerns about the potential hazards at the crossroads of St. Alban's Road and Manor Road particularly when turning right. A very recent survey carried out in peak times showed 22 vehicles making this manoeuvre. In the last 3 years there has been 1 recorded injury accident at the junction of Manor Road and St. Alban's Road involving a vehicle turning right out of St. Alban's Road and 2 at the junction of Manor Road and Constable Lane. From observations on site it is recognised that visibility to the right when exiting St. Alban's Road is not ideal however with the phasing of the lights at the junction of Manor Road and Uttoxeter Road there is ample opportunity to exit St. Alban's Road without any real problems. It is important to remember that Manor Road is part of the A5111 Derby Ring Road and as such will carry a high volume of traffic at all times of the day. Clearly there is a need for all road users to exercise appropriate caution when negotiating this junction. However, from the evidence available and observations undertaken it appears that caution is exercised and road safety is not generally compromised. If the right turn was prohibited, motorists wanting to travel north might be encouraged to make a u-turn at the Eastwood Drive junction. There seems little advantage in potentially increasing the number of motorists making this manoeuvre against allowing vehicles to turn right out of St. Alban's Road at the present time.
- 1.7 The second of the proposals is to make St. Alban's Road one way with traffic being allowed to travel from Louvain Road to Manor Road. It is also suggested that vehicles are not allowed to turn right out of St. Alban's Road on to Manor Road which is dealt with in the above paragraph. There is no real evidence that a one way system is necessary as the survey results show that traffic uses the street in a safe and appropriate manner. With a one way restriction, motorists will be aware that there will be no vehicles approaching in the opposite direction which can result in increased vehicles speeds and a lack of attention and care being shown by motorists.
- 1.8 The concerns about safety in a residential area are understandable. However, they are not easy to deal with, and in deciding what to do it is necessary to weigh the advantages against the disadvantages of amending traffic movements. If the right turn from St. Alban's Road on to Manor Road was prohibited, how would legitimate traffic from the area gain access to the northbound side of the Ring Road? One immediate alternative is via Uttoxeter New Road, Radcliffe Drive and Rowditch Avenue, or using Bedford Street, Camden Street and Boundary Road. Another alternative would be via Burton Road, using Louvain Road and Farley Road. A further option would be for traffic to turn left on to Manor Road and perform a "u" turn at the gap in the central reservation at the junction with Eastwood Drive. There appears to be little benefit in promoting these as appropriate routes over the existing one.
- 1.9 If legitimate traffic was prohibited from entering St. Alban's Road from the Ring Road, due to a one-way restriction, it would be forced to access the area from Uttoxeter New Road and Burton Road, using the residential streets referred to earlier.
- 1.10 In conclusion, it is evident that the motorists using St. Alban's Road are predominantly doing so safely and at acceptable speeds. There is little evidence of traffic using Louvain Road and St. Alban's Road as a short cut between Burton Road and Manor Road and the junction of St. Alban's Road and Manor Road is being negotiated quite safely. However the situation in this area will continue to be monitored so that it can be examined again if circumstances change.

## PROPOSED ACTION

- 2.1 To agree that the situation will be monitored but no action be taken on the proposals suggested in the petition at this time.

**For more information contact:** Adrian Martin 01332 715031 e-mail [adrian.martin@derby.gov.uk](mailto:adrian.martin@derby.gov.uk)

**Background papers:** None

**List of appendices:** None

