

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND PLANNING
CABINET MEMBER**

**PROPOSED TRAFFIC REGULATION ORDER
PROHIBITION OF RIGHT TURN, A18 KINGSWAY, CHURCH LANE JUNCTION**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To consider objections submitted by residents to the proposal to introduce a 'Prohibition of Turning', Traffic Regulation Order on Church Lane, Scunthorpe at its junction with the A18 Kingsway.

2. BACKGROUND INFORMATION

- 2.1 The Safer Roads Traffic Section receives, collates and analyses data associated with reportable injuries that have occurred on the roads of North Lincolnshire. The analysis involves investigating possible accident causation factors and developing appropriate solutions wherever this is possible. Locations with the most significant problems are prioritised and these form the Local Safety Scheme (LSS) programme of works.
- 2.2 As a result of the above process, the junction of Church Lane, Scunthorpe with the A18 Kingsway has been identified as a serious cause for concern. Between 2003 and 2007, a total of 17 accidents have been recorded. Of these accidents, seven have involved the right turn movement out of Church Lane. Furthermore, six of the 17 fall into the 'Killed and Seriously Injured Category'
- 2.3 A number of traffic surveys have been carried out within the last two years and the following observations have been made as a result:
- the volume of right turning traffic from Church Lane is less than 15% of the total traffic volume leaving Church Lane.
 - peak time observations showed that right turning traffic could take up to three minutes to carry out the turn and that this had a significant impact on traffic wishing to turn left causing tail backs up Church Lane as far as the Hospital

- approximately 31% of the right turning traffic originates from the hospital, 28% from Oswald Road and the remaining 41% from the remaining road network
- traffic modelling of the effects of a right turn prohibition showed a positive impact in terms of improving congestion on Church Lane whilst having no serious consequences for the operating capacity of Brumby Wood Lane

2.4 Following consideration of the above information and subsequent consultation with ward members and residents a traffic regulation order was advertised in late February 2008 to prohibit right turn movements out of Church Lane onto the Kingsway. As a result of this statutory notice, objections were received as detailed later in this report.

3. OPTIONS FOR CONSIDERATION

3.1 Option 1 – to approve the implementation of the traffic regulation order to provide a prohibition on right turning movements out of Church Lane onto the Kingsway (see attached plan). This would be the preferred option.

3.2 Option 2 – to investigate further the possibility of providing a signalised junction at this location to cater for all traffic movements.

3.3 Option 3 – To leave the existing road layout as it is at present and continue to monitor.

4. ANALYSIS OF OPTIONS

4.1 Option 1 will reduce the number of potential conflicts at the junction and this in turn should help to reduce the number of accidents being recorded. The numbers of vehicles currently making this manoeuvre is relatively low but these are causing a disproportionate impact on the accident record (41% of accidents caused by 15% of traffic making right turn).

4.2 Traffic that is currently making the right turn will migrate to the rest of the highway network and it is important that we understand the effects this may have. The number plate survey gives us information on the current situation and the likely numbers that will make alternative arrangements when planning their journey. As the numbers turning right are quite low anyway, it is not envisaged that there will be any significant problems. For example, the residential area of Newlands Avenue is likely to see an increase of approximately 24 vehicles /hour (likely worst case scenario) or the equivalent to one vehicle every 2.5 minutes. This traffic will then be making a safer left turn manoeuvre onto Doncaster Road.

- 4.3 Left turning traffic onto the Kingsway will benefit by the right turn prohibition. Currently, any single poorly positioned right turning vehicle can generate a queue of traffic that otherwise would have a better opportunity to advance onto the Kingsway. More than two correctly positioned right turning vehicles also causes the same effect .
- 4.4 Option 2 would be an attempt to continue to cater for all traffic movements at the junction, whilst also trying to resolve the accident issues. Such a scheme would provide an opportunity to enable cyclist and pedestrians to cross the Kingsway but this can be achieved by other solutions (currently being investigated as part of the Connect 2 scheme). It is likely to induce unnecessary delays to traffic using the Kingsway and would be an expensive solution.
- 4.5 Option 3 would not resolve the accident problem and the additional benefits of reduced traffic congestion would not be realised.

5. RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)

5.1 Finance

5.1.1 The estimated cost of introducing the proposed traffic order is approximately £1000. The changes to the proposed infrastructure that are necessary are estimated at approximately £20,000. The scheme would be funded through the Local Transport Plan Local Safety Scheme Capital budget 2008/09.

5.1.2 On a general note reducing road accidents saves considerable sums of money for society. The estimated average societal cost of each fatal, serious and slight casualty is £1.5 million, £175,000 and £17,500 respectively.

- 5.2 Staffing - there are no staffing, property or IT issues associated with this report

6. OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)

6.1 Statutory - The statutory procedures necessary for the introduction of a Traffic Regulation Order have been followed to this point in the process. This includes the necessary local advertising and consultation periods associated with the procedures.

6.2 A Stage One Diversity Impact Assessment has been carried out and is available for inspection in the Safer Roads Team, Church square House.

- 6.3 Environmental – there are significant environmental benefits associated with decreased pollution and fuel consumption in addition to the overriding benefit to the community of reduction in accidents.

7. OUTCOMES OF CONSULTATION

- 7.1 Support for the prohibition has come from local residents who have telephoned during the course of the statutory period of consultation.
- 7.2 Objections have been received from two sources as follows:

Mr P. Wilson – of 2 Newland Avenue concerned that the extra traffic will cause him difficulties in safely accessing his property due to queuing traffic. This should not be an issue (see 4.2) however we shall be carrying out speed and volume surveys to check on situation.

Mr N. Russell on behalf of his son who is a resident on Church Lane concerned that all the right turn traffic will now use Brumby Wood Lane to access Scotter Road South. This he feels would be less suitable. Our view is that traffic will make the decision to divert onto other roads prior to arriving at this junction and therefore unlikely to want to make this movement.

Additionally we have received comment from Scunthorpe Hospital paramedics who understand and are happy with the scheme but have requested the design allows them to turn right on the few occasions that they may need to. Note that in an emergency the service has the authority to break the no turn order.

8. RECOMMENDATIONS

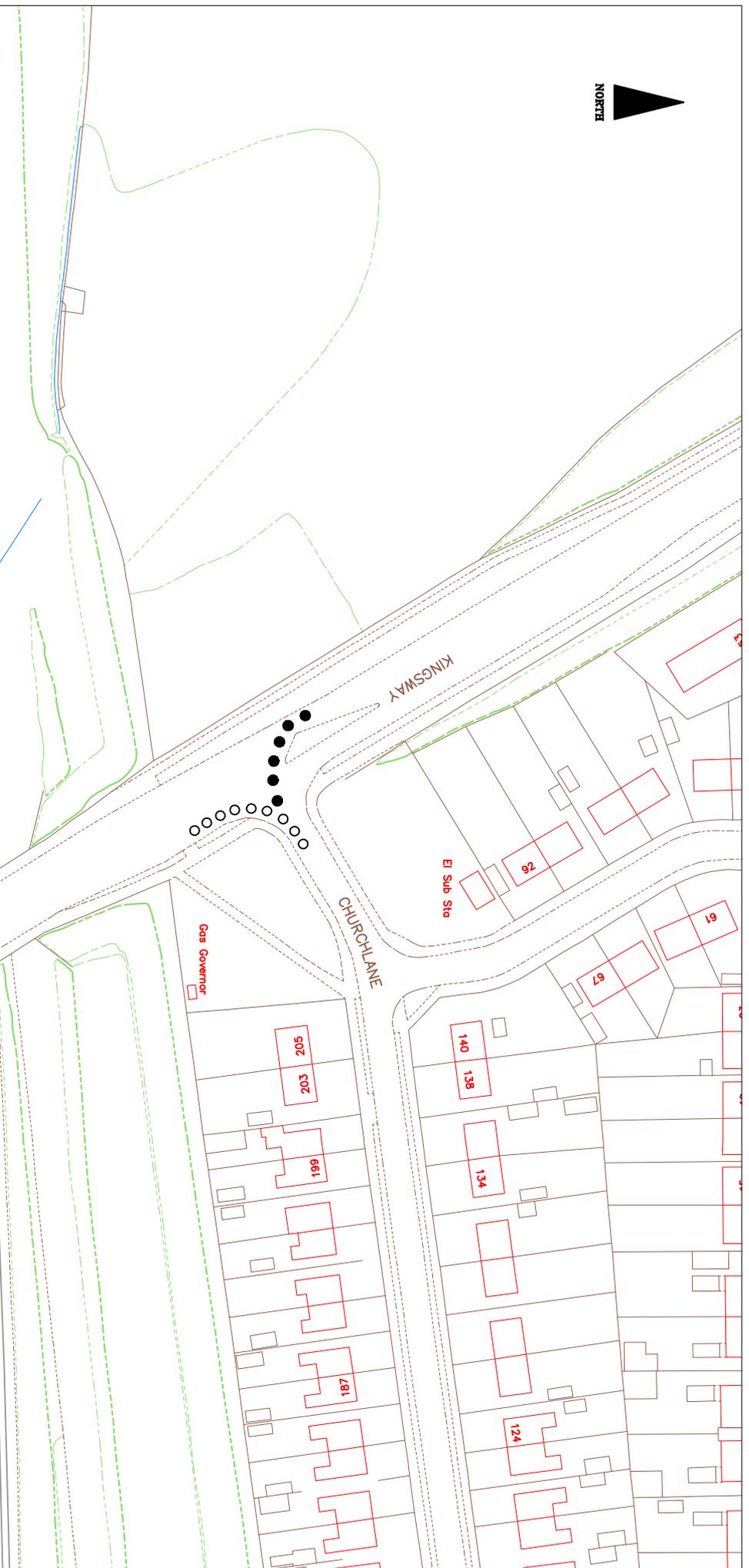
- 8.1 That the Cabinet Member considers the objections and makes a decision on the basis of the information provided.

SERVICE DIRECTOR HIGHWAYS AND PLANNING

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Date: 21 April 2008

Background Papers used in the preparation of this report:

The results of the consultation process, including the written objections, are held within the Traffic Team section of the Safer Roads Division.



| Key | |
|-------|-----------------------|
| ○ ○ ○ | Left turn only |
| ● ● ● | Right turn prohibited |

| REV | DETAILS | APPROVED BY | DATE APPROVED |
|-----|---------|-------------|---------------|
| | | | |

Highways and Planning
Service Director,
Geoff Pople

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DRAWING TITLE
Proposed prohibiting of right turn from Church Lane onto Kingsway

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|---|------------------------|--------------------------------|--------------------------------------|----------------------------------|----------------------------------|
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