

Proposed CIVITAS Road Safety Measure

London Road (outside Iceland)

(No Drawing for this one).

Situation	<ul style="list-style-type: none"> • The RTI sign is currently positioned north of the bus shelter (outside Iceland). • The opaque Clear Channel Advertising panel (on the northern end of the shelter) prevents people reading the RTI sign when they are sitting inside of the shelter. • As a consequence people lean out of the bus shelter to view the RTI sign; resulting in bus/pedestrian conflict.
Proposal	<ul style="list-style-type: none"> • Reposition the RTI sign south of the bus shelter
Benefit	<ul style="list-style-type: none"> • RTI sign will be visible from the bus shelter.
Approximate Cost (£)	<ul style="list-style-type: none"> • £4400

London Road / Baker Street junction (See Appendix A)

Situation	<ul style="list-style-type: none"> • The location of Street furniture is reducing visibility for drivers pulling out of Baker Street onto the London Road.
Proposal	<p>North-side of junction:</p> <ul style="list-style-type: none"> • Relocate no-entry sign to the far south-west corner of the footway. • Remove some of the tactile paving and replace with regular paving slabs. • Move the bike racks back (eastwards) so they are in line with the tactile paving. • Remove 'A' Boards <p>South-side of junction:</p> <ul style="list-style-type: none"> • Remove guarding railing. • Remove 'A' Boards. • Remove some of the tactile paving and replace with regular paving slabs.
Benefit	<ul style="list-style-type: none"> • Increased visibility for road users pulling out of the Baker Street junction onto the London Road • The removal or repositioning of street furniture de-clutters the footway and improves pedestrian

	crossings/visibility lines.
Approximate Cost (£)	<ul style="list-style-type: none"> • £2400

London Road, Baker Street/York Hill junction and York Hill junction to Rose Hill Terrace (2 Drawings) (See Appendix B and B.1)

Situation	<ul style="list-style-type: none"> • Cars performing 'U' turn manoeuvres / motorcyclists filtering inappropriately which leads to vehicular / pedestrian conflict.
Proposal	<ul style="list-style-type: none"> • Stage 1 - Conduct a period of 24/7 video monitoring to gather evidence of driver/pedestrian behaviour. Subject to gathering the evidence to move directly to Stage 2. • Stage 2 - Construct 2 long continuous refuges to prevent the 'U' turn manoeuvre (1.3m wide) and prevent filtering. <p>London Road between York Hill junction to Rose Hill Terrace:</p> <ul style="list-style-type: none"> • Slightly reduce the length of the 'loading only' bay (south of Rose Hill Terrace) to prevent Cars performing 'U' turn manoeuvres at the northern end of the refuge. <p>Please note: The proposed refuges (in the London Road) would be temporary installations and would come under the banner of a research and development project to address the issues identified by the video monitoring. They would be constructed and trialled for a set period of 6 months.</p> <p>Video monitoring / further traffic and collision data monitoring would be carried out during the trial period.</p> <p>The video footage and 'before'/'during' traffic/collision data would then be analysed, to establish whether the islands would benefit from being a long-term physical measure.</p> <p>* A video survey /high mast filming specialist would be contracted to monitor/analyse vehicle movements/behaviour for a set period of time.</p>
Benefit	<ul style="list-style-type: none"> • Reduce vehicular/pedestrian conflict in London Road.
Approximate Cost (£)	<ul style="list-style-type: none"> • £10,500

Lewes Road / Franklin Road (See Appendix C)

Situation	<ul style="list-style-type: none"> • Conflict between vehicles and cyclists at the junction. • A Driver's visibility is reduced when the loading bays are in use.
Proposal	<ul style="list-style-type: none"> • Reduce the length of the 'loading only' bay, in the Lewes Road, from 4 to 2 bays. • Provide a third loading bay at the entrance of Franklin Road.
Benefit	<ul style="list-style-type: none"> • Will increase the current visibility from the nearside running line from 7 m to 15.7m. • Drivers wishing to exit Franklin Road onto the Lewes Road; will have increased visibility of approaching cyclists (travelling southbound on the Lewes Road) thereby reducing potential conflict.
Approximate Cost (£)	<ul style="list-style-type: none"> • £3500

Lewes Road / Coombe Road junction (See Appendix D)

Situation	<ul style="list-style-type: none"> • Conflict between vehicles and cyclists at the junction.
Proposal	<ul style="list-style-type: none"> • Make the reinstated advanced stop line more prominent / conspicuous. • Make the cycle lane more prominent / conspicuous; and add a new cycle logo marking to the resurfaced cycle lane.
Benefit	<ul style="list-style-type: none"> • Making the cycle lane and advanced stop line more prominent /visible to motorists.
Approximate Cost (£)	<ul style="list-style-type: none"> • £6300

