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## Road Safety Visit

Derby Road, Caversham, Reading



# Road Safety Visit

## Circumstances

Following contact from the Derby Road Fund Association (DRFA), a review of road safety for the entire length of Derby Road was organised. On Monday 27<sup>th</sup> March 2023 from 15:30hrs until 16:30hrs, I carried out a review of Derby Road together with members of DRFA, Caversham Ward Councillors and residents of Derby Road.

## Description

Derby Road, is an un-adopted urban street, maintained by the residents through the DRFA. Derby Road itself is a tree lined, single carriageway road, of various widths, generally without footways however there are sporadic lengths of footway along the road. The road has dwellings on both sides and runs from Peppard Road to Grosvenor Road, and provides access to several other roads, both adopted and unadopted, access to other premises including a Mander Court Care Home and two schools, St Anne's School and Caversham Preparatory School. Derby Road could be described as a shared space, in that it is used by all road users at the same time.

## Current Signing & Safety Measures

Derby Road currently has an advisory 15mph speed limit that is a continuation from Grosvenor Road and is signed by repeater signs along the roads length.

There are a series of well spaced road humps along the entire length.

There is also a narrowing which has been created by two planters positioned opposite each other creating a single lane width in the centre of the road.

## Collision History & Issues Raised

Normally when reviewing collision data, only the last 5 years are used, however I have gone back 10 years and Derby Road has no history of injury collisions (ref: ACCMAPS & NICHE).

During the visit I was made aware of two main issues. The speed at which vehicles enter Derby Road from Grosvenor Road and the close proximity of the planters to Field View.

Parking issues were also raised, however these are outside the remit of the police and are the responsibility of the local Traffic Authority.

## Issues Identified & Possible Resolutions

Issue: Grosvenor Road entrance into Derby Road. In general there is a lack of lining at the junction and the curve into Derby Road is wide, encouraging vehicle speed to be maintained into and through the corner.



Option 1: New giveway markings, combined with a centre line will better define the junction and may heighten the awareness of the hazard for drivers.

Option 2: Narrowing the width of road on the south side, making a tighter entrance with a reduced radius, this should slow down vehicles before entering Derby Road. This could be achieved by a physical narrowing of the road or by paint marking (see lining below). The greater verge space could also include a footway, further increasing safety by separating vehicle and foot traffic.

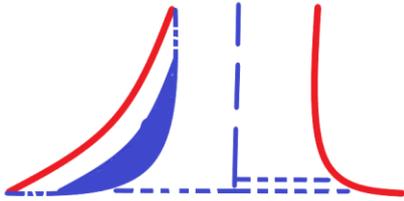
Issue: Planters within the swept path required by vehicles turning into or out of Field View. Due to the slow speed of vehicles, and the sporadic nature of traffic on Derby Road vehicles should be able to make use of all available space to manoeuvre. However the planters proximity to the junction and their lack of visibility could be a potential for collisions. As illustrated by the damage already caused by collision to one of the planters.

Option: Move the planters to a location not within the confines of a junction. Various guidance is available to do with swept paths, visibility splays etc. but a good rule of thumb is Highway Code, Rule 243 not parking within 10 metres of a junction. Don't have anything within 10m.

Increase the visibility of the planters by using the correct retro reflective hazard markers down the appropriate face of the planter. Red for nearside and white for offside (ref: Traffic Signs Manual Chapter 4, 15.1.5). Consider using speed repeater signs on the face of the planter, to re-enforce the speed limit and highlight the planter (see lining below).

Lining: In general the lining is present and appropriate for most hazards, but could do with refreshing to highlight the hazards further.

The giveway markings at the junction of Grosvenor Road, need to be re-instated but this could include a design layout that marks a tighter curve and includes a pedestrian refuge.



This is a quick design that could be achieved with paint, not to scale or current design standards but a visual representation. Blue is obviously the paint and red the current road.

The hump markings, could be refreshed to enhance their visibility to road users.

The giveaway markings at the priority pinch point at junction of Peppard Road could be refreshed to compliment any road sign changes.

Consideration to priority markings at the planter narrowing. Or using paint markings to highlight the planters. Example below, which includes a speed sign and appropriate coloured marker.



Signing: In my opinion at this time there is limited signing on Derby Road and it could be increased to better inform road users of the hazards they are likely to face and provide a more consistent message with the surrounding roads.

The entrance to Derby Road signage could be changed to reflect the entrance to Grosvenor Road: This will provide a consistent message to road users, reflect the priority sign already in use within Derby Road and provide a terminal speed sign. This will make the speed limit compliant with Traffic Signs Regulations & General Directions 2016 (TSRGD) and provide a clear message to road users.



The speed limit repeater sign that is on the post inside the gate could be removed and have a variety of sign options (as above in Grosvenor Road picture) but I recommend only 2 and could

include a distance plate. My recommendation would be diagram 544.1 above diagram 557.1 with a distance plate of 'For 500yds'.



Diagram 544.1 Pedestrians in road ahead.



Diagram 557.1 Road Hump or series of road humps ahead.



Diagram 544.2 Disabled pedestrians likely to cross the road ahead.



Diagram 516 Road narrows from both sides ahead. OR



Diagram 629 Width Restriction. (On an adopted road requires a traffic order)

The warning signs being used at the Peppard Road could be repeated at the other end of Derby Road at the junction with Grosvenor Road. Further appropriate warning signs along the road could be used. For example diagram 544.2 could be used either side of Mander Court and diagram 516 at the planter narrowing.

Alternatively there are other options available to DRFA and an opportunity to think outside the box. An example maybe Under section 268 of the Transport Act 2000 and create a 'Home Zone' or to get the local school to have a design competition for road signs.



'Derby Road' could replace 'Home Zone'

## Conclusions

In my opinion at this time Derby Road is a relatively safe road, without the issue of speeding but with some minor improvements safety could be enhanced.

Although there are some schools of thought within the road safety community that advocate less is more and have all signage removed, particularly in shared space environments. These tend to have been designed as such and therefore have a variety of differing surfaces, textures and infrastructure which highlight the environment. [DRFA should be aware that these schemes are currently suspended and are under review by Government.](#)

Derby Road currently has a couple of hazards in my opinion that are not sufficiently marked or indicated for road users as required by TSRGD.

1. Priority signing and speed limit terminal sign, at the gate with Peppard Road.
2. Warning signs for: Humps ahead and road narrows.

Recommendations (In no particular order):

1. Refresh and re-instate lining.
2. Change signage at Peppard Road gate to reflect Grosvenor Road.
3. Consideration to moving planters outside the confines of a junction.
4. Enhance visibility of planters.
5. Install appropriate warning signs.
6. Redesign layout of Grosvenor Road and Derby Road junction.

## References:

I have included some reference material for consideration by DRFA.

[Traffic signs manual - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

[The Highway Code - Guidance - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

[The Traffic Signs Regulations and General Directions 2016 \(legislation.gov.uk\)](http://legislation.gov.uk)

[Transport Act 2000 \(legislation.gov.uk\)](http://legislation.gov.uk)

[Traffic calming \(LTN 1/07\) - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

[Manual for the Streets \(publishing.service.gov.uk\)](http://publishing.service.gov.uk)

As Derby Road is un-adopted this does allow DRFA the ability to deviate, for example not getting permissions for signage etc. from the Traffic Authority. However my recommendation to DRFA is that should any work be carried out in relation to the road, then it should be carried out in line with any current guidance and regulations, as if it was an adopted road. Also any planning or scheme of work should be carried out by an appropriate qualified road engineer or company. This way there is a consistent message to road users and works conform to current regulations.

I submit this report for your consideration and I am always willing to discuss matters further.

*Tony*

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