

Record of decision

THE FOLLOWING DECISIONS WERE TAKEN ON THURSDAY, 14TH JANUARY, 2021 BY THE CABINET

Agenda item	Forest Road/Whitehouse Road Junction
Decision reference	50 – (20/21)
Summary of Discussion	<p>The Cabinet Member for Infrastructure and Transport expressed condolences to the family of the people involved in the fatal accident which had led to this report. The police investigation had now concluded and a report into the junction had been produced. There had been seven accidents at the location in the previous five years. Although no fault had been identified with the layout of the junction, the Cabinet would consider whether measures could be taken to improve safety at the junction.</p> <p>The Corporate Scrutiny Committee had noted the recommendations in the report.</p>
Decision Taken	<p>To approve Option 1:</p> <p>Realign the hedge to improve visibility when entering Forest Road from Whitehouse Road which as part of the 2021 capital works programme.</p> <p>Reevaluate any future works to the junction following the completion of the Island-wide Speed Review, and as part of the network’s safety and management programme.</p>
Reason for the decision and corporate objective it aligns with	Any improvement to road safety will positively impact on the corporate objective of protecting our community by ensuring an effective, resilient and safe public highway.
Options considered and rejected	<p>Option 2 – Installation of Traffic signals</p> <p>The installation of traffic lights, as requested in the petition, would need to be fully designed in accordance with the Traffic Signs Regulations and General Directions. Detailed modelling would need to be undertaken to assess the implications of installation and operation.</p>

This modelling includes expected queue lengths to ensure that it does not increase the risk of rear end shunts as vehicles exit the bend to the west of the junction.

The Highways Safety Inspector has determined that installation of traffic signals may not reduce the risk of conflict at the junction and could increase the number of collisions due to rear end shunts. There is 325 metres between junction and bend and during peak periods with the installation of traffic lights the risk of rear end shunts would increase. The transit of the sun may reduce the drivers view of the traffic signals on clear days during certain times of the year. Failure to recognise the signals at these times may also result in junction overshoots.

An installation of signals at this junction is expected to cost in the region of £400,000 to £600,000 not including ongoing maintenance costs. In addition to ensure the junction was safe and efficient, dedicated right hand turn lanes may be required, increasing the cost due to the requirement of purchasing private land to widen a rural road.

The request for a signalised junction has been discounted due to the likely increase in the number of collisions, the rural nature of the junction and other factors present in this location. Traffic lights are not recommended as a suitable solution to highway safety at this junction without a full review of all other potential options.

Option 3 – Take no further action

Taking no further action is not recommended at this junction due to the seriousness of the recent incident and the potential for further collisions occurring at this location.