

## ANNEX E

### Water End /Clifton Green – Proposed Reinstatement of a Left Turn Traffic Lane

#### **Road Safety Audit observations**

- With the introduction of a second lane, the width of each lane would be considerably less than standard in places (around 2.4 metres). This is likely to result in conflicts between vehicles in adjacent lanes, but in particular with vehicle encroachment into the central cycle lane. This would be a particular problem for large vehicles as they may have no option but to encroach into the cycle lane.
- Left turning vehicles would have to cross the cycle lane to reach the left-turn lane, which could result in possible conflicts with cyclists.
- Queuing traffic waiting to turn left is likely to queue across the cycle lane and may even queue in as far as they can. This would involve cyclists trying to use the cycle lane having to weave in and out of stationary and slow moving traffic, with possible conflicts between them.
- The removal of the traffic island would allow vehicles emerging from Water End and crossing the junction to Water Lane or turning right to Clifton to cut the corner and encroach into the inbound lane of Water End. This could bring them into conflict with vehicles entering Water End when the traffic signal stage from Water End finishes.
- Although the traffic island is not a pedestrian refuge, there is a gap in the fence to the green at this point and pedestrians currently use the island as a means of crossing the road. Its removal would make it less safe for pedestrians.
- The removal of the traffic island would remove any protection for cyclists waiting at the advance stop line. Vehicles entering Water End would not be prevented from encroaching into the cycle bay behind the advance stop line, which could bring them into conflict with cyclists waiting here.
- Vehicles entering Water End will be aware of the presence of the traffic island and will adjust their speed accordingly. Its removal would present a much wider aspect for entering vehicles and they are likely to approach it at higher speeds with a greater likelihood of conflict with opposing vehicles waiting to exit Water End.
- The existing footway is narrow and has an overhanging hedge at the property boundary. It is proposed to cut back the hedge to increase the available width of the footway to 1.8 metres. It is also proposed to remove the existing cobbles situated between the footway and the carriageway, which provide a buffer zone between the footway and the carriageway. Unfortunately, the hedge would require regular maintenance, as without this, it would grow back and reduce the available footway width, thereby forcing pedestrians nearer to the carriageway, where vehicles already in a sub-standard width traffic lane are likely to be overhanging the footway, thus increasing the chance of conflict.
- Because of the narrow lanes and possible encroachment into the cycle lane, cyclists may elect to cycle on the footway instead. This would bring them into conflict with pedestrians already on the footway.