

## **APPENDIX 1**

### **SPEEDING AND PEDESTRIAN ISSUES OLD BEDFORD ROAD**

#### **1.0 Introduction**

- 1.1. Old Bedford Road is a single carriageway with a 30mph speed limit. It can be divided into three sections:-
  1. Hucklesby Way to Stockingstone Road
  2. Stockingstone Road to Cromer Way
  3. Cromer Way to Ringwood Road (effectively a cul-de-sac)
- 1.2. Section 1- Hucklesby Way to Stockingstone Road is a distributory road which is 1.5km in length and is one of the routes into the Town Centre from the north. It has two recreational areas accessed off of it - Wardown Park and Popes Meadow.
- 1.3. Section 2 – Stockingstone Road to Cromer Way is a distributory road distributing traffic from the Cromer Way and Bushmead Road residential to the Town Centre. It is 1.6km in length. Luton Sixth Form College and Bushmead Primary school are located within 150m of Old Bedford Road. Both have entrances on Old Bedford Road.
- 1.4. Section 3 – Cromer Way to Ringwood Road is a residential road which with Ringwood Road forms a loop.
- 1.5. This report concentrates on sections one and two.

#### **2.0 Pedestrian facilities**

- 2.1. Appendix 1 shows the locations of the pedestrian facilities in Old Bedford Road.
- 2.2. There are four controlled crossing points in section 1. The first is at the traffic signals at the junction with Hucklesby Way, the second is a pelican crossing at Villa Road, the third is a zebra crossing near Cromwell Hill and the fourth is at the traffic signal junction at Stockingstone Road.
- 2.3. There are also seven pedestrian refuges along this length of road.
- 2.4. Section 2 has three controlled crossing points at the junction of Stockingstone Road, Kingsdown Avenue/Bushmead Road and Barnfield Road.
- 2.5. There is one pedestrian refuge south of Bradgers Hill Road.

### 3.0 Review of speed data

- 3.1. Speed data has been taken for some locations within Old Bedford Road as shown in table 1 below. Locations are shown on plan in Appendix 1.

Map Ref No.	Location	Type of survey	Date	Average Daily Flow	85 %tile (mph)	Mean (mph)	% exceeding 34mph	% exceeding 40mph
1	Opp Knights Field	speed indicator device	July 09	260 (vehicle in 1/2 hr period)	33	29	8%	1.5%
2	By Popes Meadow	Speed watch	May 14					
2	o/s 158	Radar	Nov 14	8740 (6 day average)	34	30.5	11.1%	2.5%
3	o/s 262	Radar	Jan 18	11435	34	28.3	10.1%	2.7%
4	o/s 175 towards Bradgers Hill Road	Speed watch	March 18	872 (1hr 50 mins)	n/a	n/a	1.5%	0.1%

Table 1 – Speed Data

- 3.2. The 85%tile (the speed at which 85% of traffic travels at or under) is similar in all of the surveys. This shows a high level of compliance. However, analysis of the speed data does show a significant increase in the 85%tile in the early hours of the morning (midnight to 5am) of over 40mph.
- 3.3. Traffic in Old Bedford Road has a higher level of compliance than many other roads such as Quantock Rise with an 85%tile of 36.7mph, Bramingham Road 37.5mph, Barnfield Road 36.7mph and Sundon Park Road 36.7mph.
- 3.4. Although, the speed surveys were taken in the autumn and winter it is not expected that the speed or flow of traffic would have been significantly affected.
- 3.5. Luton Community Speedwatch volunteers also carried out a speed watch operation on 22 March 2018 o/s xxx towards Bradgers Hill Road between 12:10 and 14:00 872 vehicles were observed. 13 reports at 35-40mph and 1 at 42 mph.

### 4.0 Review of accident data

- 4.1. Injury accident data for the last 5 calendar years (2014 to 2017) has been reviewed. Table 2 below shows the description of the accidents and the locations are shown on plan at Appendix 1.

Plan Ref no.		Date	Location	Description	Severity	Casualties	Comment/ contributory factors
<b>Section 1 – Huckleby Way to Stockingstone Road</b>							
5	217003	20/8/17 (13:39)	Jct Hucklesby Way	Goods vehicle failed to stop at red light and hit car	slight	Car driver	Disobeyed automatic traffic signal
6	14CA1089	7/9/14 (00:02)	Jct Hucklesby Way	Car failed to stop at red light and hits another car	slight	Car driver and 1 passenger	Disobeyed traffic signals, possibly exceeding speed limit, Seat belts not worn
7	238439	28/10/2017 (10:45)	Jct Hucklesby Way	Vehicle braked hard for fire engine and vehicle behind went into back	slight	Car driver	
8	96130	27/7/16 (18:15)	Jct Villa Road	Car stationary at pelican crossing another car driven into rear.	slight	Car driver	Failed to judge speed
9	15CA0113	4/2/15 (18:20)	15m north North Street	Pedestrian crossing road at pedestrian refuse struck by car travelling north	slight	pedestrian	
10	123296	20/10/16 (12:40)	Jct Frederick Street	Car driven at speed down Frederick Street has failed to give way and hit car on Old Bedford Road – hit and run	slight	Car driver	
11	15CA1039	31/8/15 (18:02)	Jct Moorland Gardens	Car travelling at speed along Moorland Gardens fails to give way and collides with car travelling south – hit and run	Slight	Car driver	Exceeding speed limit, disobeyed give way
12	120262	7/10/2016 (16:10)	104 Old Bedford Road	Pedestrian walks from rear of car parked at side of road to front as vehicle moves off	slight	pedestrian	
13	15CA0993	20/8/15 (12:03)	Jct Knights Field	Cyclist crossing comes off footway to cross junction and collides with car turning right into	Slight	Cyclist (child)	Failed to look properly , cyclist entering road from pavement,
14	13CA0642	11/8/13 (19:12)	Jct Wardown Crescent	Car turning right into junction fails to give way to motorcycle	Slight	Motorcycle rider and m/c passenger and car passenger	Failed to look properly/judge speed
15	99417	10/8/16 (19:30)	63m south Bowling Green lane	Car stationary stopped for stationary vehicle and another car drove into back – hit and run	Slight	Car driver	Failed to judge speed
16	14CA1171	6/10/14 (8:30)	Jct Bowling Green lane	Car turning right fails to give way to motorcycle	slight	Motorcycle rider	Failed to look properly/judge speed

Plan Ref no.		Date	Location	Description	Severity	Casualties	Comment/ contributory factors
17	15CA0828	13/7/15 (16:30)	25m southeast Stockingstone Rod	Car failed to stop behind car at traffic signals – hit and run	Slight	Car driver	Failed to look properly
18	13CA0952	9/11/13 (11:15)	Jct Stockingstone Road	Car stops suddenly for emergency vehicle and van behind collides with rear	Slight	Car driver	Following too close
19	15CA1026	26/8/15 (12:25)	Jct Stockingstone Road	Car turns right in front of vehicle going straight ahead on green signal	slight	2 car drivers	Failed to look properly/judge speed

Plan Ref no.		Date	Location	Description	Severity	Casualties	Comment/ contributory factors
<b>Section 2 - Stockingstone Road to Cromer Way</b>							
20	74087	19/5/2016 (10:26)	230 Old Bedford Road	Car veers into path of oncoming car for unknown reason	slight	Car driver	
21	13ca0596	15/7/13 (11:00)	Jct Stockingstone Road	Pedestrian wearing earphones steps into path of car on green signal	slight	pedestrian	distraction
22	13CA0465	20/5/13 (16:54)	Jct Stockingstone Road	Pedestrian assisting in another collision has stepped back into path of car turning left	slight	Pedestrian	Failed to look properly
23	249478	3/11/2017 (17:29)	Jct Greenhill Avenue	Car turning right into Greenhill failed to see pedestrian crossing road	slight	pedestrian	Failed to look properly, dark clothing
24	15CA086	26/7/15	o/s 254	Car for	Slight	Car driver	Impaired with

Plan Ref no.		Date	Location	Description	Severity	Casualties	Comment/contributory factors
	1	(00:39)		unknown reason loses control and hits wall			alcohol
25	14CA1545	4/12/14 (11:13)	Jct Bradgers Hill Road	Car turning right at mini-roundabout failed to give way to motorcyclist	serious	Motorcyclist	Failed to look properly
26	14CA1365	17/11/14 (11:30)	30m south Bradgers Hill Road	Car stops in line of traffic car following fails to stop	Slight	Car driver	Following too close, failed to look properly
27	15CA1140	25/9/15 (23:15)	Jct Bradgers Hill Road	Car stops at mini roundabout to give way and is hit from behind by car	Slight	Car driver	Following too close
28	15CA0221	25/2/15 (08:55)	Jct Bradgers Hill Road	Pedestrian runs across road colliding with car	Slight	Pedestrian	Careless/reckless/failed to look properly (pedestrian)
29	13CA0747	10/9/13 (08:16)	o/s 314	Cars in stop start traffic. Car failed to stop at low speed and collides with one in front	Slight	Car driver	Inexperience, following too close, dazzling sun
30	221807	4/9/17 (19:04)	328 Old Bedford Road	Emergency vehicle loses control and hits tree	slight	Car driver and 2 passengers	Medical episode

<b>Plan Ref no.</b>		<b>Date</b>	<b>Location</b>	<b>Description</b>	<b>Severity</b>	<b>Casualties</b>	<b>Comment/contributory factors</b>
31	13Ca0198	25/2/13 (10:05)	o/s 221	Car doing U turn has collided with m/c	slight	Motorcycl e rider	Failed to look properly
32	14CA0648	4/6/14 (16:01)	15m south Kingsdown Avenue	Pedestrian walking from behind parked vehicle is struck by car	Slight	Pedestrian (child)	Failed to look properly (pedestrian)
33	15CA0322	29/3/15 (18:02)	Jct Kingsdown Avenue	Car travelling at speed attempts to turn right and loosed control and hits wall	Slight	Car driver	Exceeding speed limit, poor manoeuvre
34	15CA0426	17/4/15 (20:59)	Jct Kingsdown Avenue	Car turns right across path of oncoming car	Slight	Car driver	Impaired by alcohol
35	56993	2/4/16 (12:51)	388 Old Bedford Road	Car collided with parked vehicle and rebounded into path of another car	slight	2 car drivers and 1 passenger	Failed to look properly
36	13CA0875	19/10/13 (14:00)	Jct Barnfield Avenue	Car failed to stop at red light collides with car travelling on green	Slight	Car driver	Disobeyed automatic traffic signals, failed to look properly

Table 2 – Accident Data

- 4.2. There were 32 injury accidents one classed as serious and 31 slight resulting in 1 seriously injured and 40 slightly injured casualties. 15 injury accidents occurred in section 1 Hucklesby Way to Stockingstone Road

and 17 injury accidents in section 2 Stockingstone Road to Hucklesby Way. A rate of 10.5 and 9.82 collisions per km respectively.

- 4.3. There were 39 casualties, 18 in section 1 and 21 in section 2. 11 car drivers, 3 motorcycle riders, 2 pedestrians and 1 cyclist in section 1 and 11 car drivers, 5 pedestrians, 3 car passengers and 2 motorcycle riders in section 2.
- 4.4. 7 pedestrians have been injured. Two in section 1 and 5 in section 2.
- 4.5. Section 1 - One accident involving a pedestrian occurred when a driver moved off without noticing the pedestrian close by and the second occurred when a pedestrian crossing at a pedestrian refuge was hit by a vehicle.
- 4.6. Section 2 - One accident involving a pedestrian occurred at a controlled pedestrian crossing with the pedestrian failing to look due to distraction. One occurred while a pedestrian was crossing a side road, another occurred when a pedestrian stepped back into the road while assisting at another collision, one occurred when a pedestrian ran across the road and another when a pedestrian crossed between parked vehicle just 15m away from a controlled pedestrian crossing.
- 4.7. Possibly exceeding the speed limit was noted as a contributory factor in 3 accidents (9%) in Old Bedford Road. It should also be noted that two of these reported speeding occurring in the side road prior to entering Old Bedford Road. Nationally between 2014 and 2016 9% of injury accidents reported had exceeding the speed limit as a contributory factor and 13% of injury accidents within the Borough of Luton had exceeding the speed limit as a contributory factor over the same time period.
- 4.8. Table 3 shows the accidents by time of day. The majority of the injury accidents occur in the afternoon and early evening

	Midnight to 6:59am	7am to 11:59am	Noon to 6:59pm	7pm to 11:59pm
Section 1	1	3	9	2
Section 2	1	6	6	3
Total	2	9	15	5

Table 3 Injury accidents by time of day

## 5.0 Traffic calming measures

### Vertical and horizontal

- 5.2. deflection is effective in reducing the speed of traffic however, there use on distributory roads is usually restricted to areas with a significant injury road traffic accident history as they restrict the emergency service vehicles especially ambulances. In 2003 Old Bedford Road was designated a secondary emergency services route where full width road humps would not be used.

5.3.

### Pedestrian refuges

- 5.4. Pedestrian refuges are used to assist pedestrians to cross the road in two stages and also reduce the speed of traffic by reducing the opportunities for overtaking.
- 5.5. Pedestrian refuges have to be a minimum of 1.3 metres wide to accommodate pedestrians pushing wheelchair or buggies. This means that the road width has to be 7.3 metres to allow 3 metre running lanes.
- 5.6. It is possible to install pedestrian refuges in the section between Stockingstone Road and Bradgers Hill Road and it is recommended that this be considered in line with other priorities and funding.

### Speed cameras

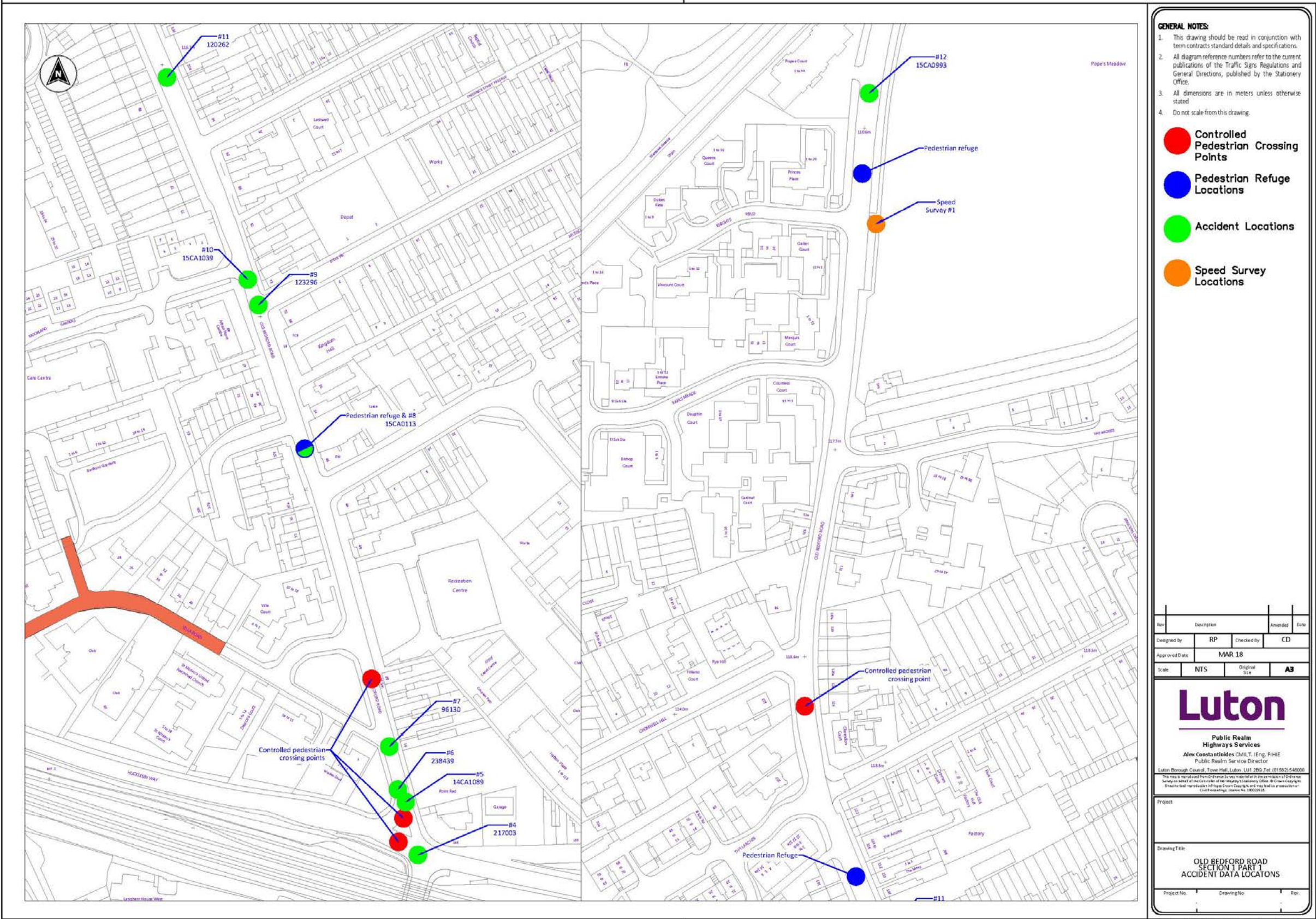
		Fixed speed camera sites	Mobile speed camera sites	Red light or combined red light speed camera sites
1	Site or route length requirements	Between 0.4 km and 1.5 km	Between 0.4 km and 5km	From stop line to stop line in direction of travel
2	Number of killed and serious collisions (KSI)	At least 3 KSI collisions per km in the baseline period*	At least 1 KSI collisions per km in the baseline period*.	At least 1KSI collision within the junction in the baseline period*. Selection must be based upon a collision history of red light running.
		*The baseline period is the most recent 36 month period available where the end date is within 12 months of the date of submission		



3	Total value required	Built up	Non built up	Built up	Non built up	All areas
		22/km	18/km	11/km	9/km	10
4	85 <sup>th</sup> percentile speed at proposed sites	Speed survey shows free-flow 85th percentile speed is at or above ACPO enforcement threshold. This can apply to all vehicles or a vehicle class but must be compared consistently.				Not applicable

Fatal or serious collision = **5** (i.e. 2 serious collisions = 10)  
Slight collision = **1** (i.e. 5 slight collisions = 5)  
**'Built up area'** is defined as a road with a speed limit of 40 mph or less.\*  
**'Non-built up area'** is defined as a road with a speed limit of 50 mph or more.\*

Appendix A – Locations of accidents

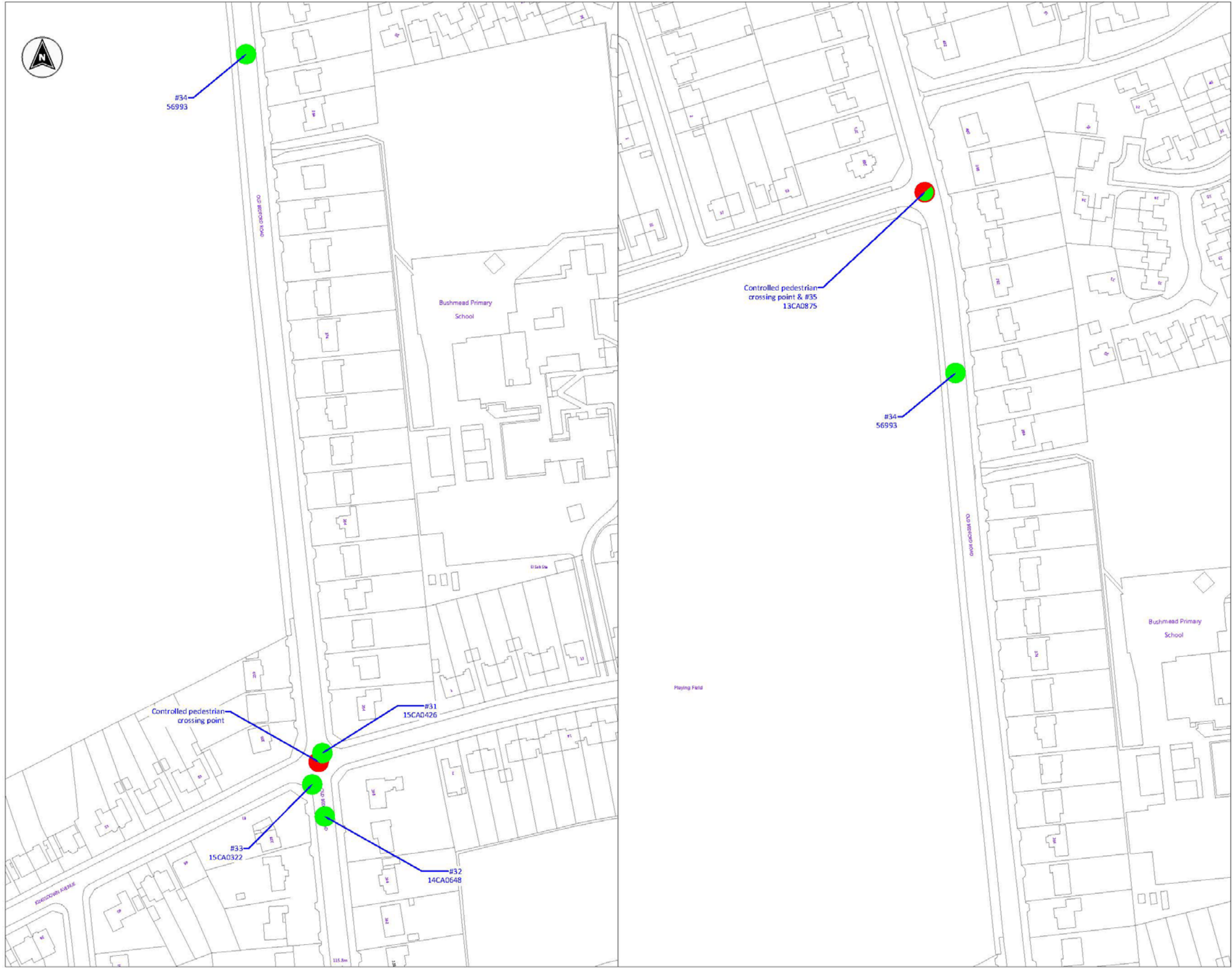












- GENERAL NOTES:**
1. This drawing should be read in conjunction with term contracts standard details and specifications.
  2. All diagram reference numbers refer to the current publications of the Traffic Signs Regulations and General Directions, published by the Stationery Office.
  3. All dimensions are in meters unless otherwise stated.
  4. Do not scale from this drawing.

- Controlled Pedestrian Crossing Points
- Pedestrian Refuge Locations
- Accident Locations
- Speed Survey Locations

Rev	Description	Amended	Date
Designed By	RP	Checked By	CD
Approved Date	MAR 18		
Scale	NTS	Original Size	A3

# Luton

**Public Realm  
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Project

Drawing Title

OLD BEDFORD ROAD  
SECTION 2 PART 2  
ACCIDENT DATA LOCATIONS

Project No. Drawing No. Rev.