

APPENDIX A

SPEEDING ISSUES IN CROMER WAY

1.0 Introduction

- 1.1. Cromer Way lies between Old Bedford Road and Blakeney Drive and crosses the boundary between Luton Council and Central Bedfordshire Council.
- 1.2. Cromer Way is a single carriageway two-way residential distributary road with a 30mph speed limit.
- 1.3. There is no highway agreement between the two authorities and therefore, both authorities are responsible for the highway within their area.
- 1.4. Luton Council is responsible for the sections of Cromer Way between Weybourne Drive and approximately 30m south-west of Langham Close (at the existing priority narrowing) and approximately 30m north-west of Lorimer Close. This is shown on the plan at Appendix 1.

2.0 Review of speed data

- 2.1. Speed data has been taken for a number of locations within Cromer Way as shown in table 1 below. Locations are shown on plan in Appendix 1.

Map Ref No.	Location	Survey taken by	Date	Average Daily Flow	85 %tile (mph)	Mean (mph)	% exceeding police prosecutable levels
1	South Ingram Gardens	Police	Jan 11	3939	NA	NA	17.29%
2	o/s 35	Police	Dec 15	4979	33.1	26.7	2.75%
3	Between Hanworth Close and Blackney Drive (LC10) (survey taken by LBC)	LBC	Mar 16	4641	31	26.8	1.38% (<36mph)
4	o/s 35	Police	May 16	3906	31.3	26.5	1.83%
5	Opposite Dovedale	Police	May 17	7269	36.9	29.3	10.09%
6	Opposite Dovedale	Police	June 17	4515	37.9	31.5	18.02%

Table 1 – speed data

- 2.2. This shows that the section between Weybourne Drive and Langham Close (speed surveys reference no 2, 3 and 4) have an 85 percentile (speed at which 85% of traffic travels at or under) of around 31mph. This is acceptable for 30mph speed limit.
- 2.3. However, the section between Ingram Gardens and Dovedale has an 85 percentile of around 37mph. This is high for a 30mph speed limit but not unusual. It is equivalent to roads such as Quantock Rise, Bramingham Road and Sundon Park Road within Luton.

3.0 Review of accident data

3.1. Injury accident data for the last 5 calendar years (2012 to 2016) 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
8	25/4/12	Cromer Way jct Farmbrook	V1 (car) travelling at speed cut corner of bend and collides with V2 (car). Driver of V1 failed to stop	Slight	Car driver (V2) - slight	Hit and run Careless (V1 very likely)
9	26/8/12	Cromer Way jct Wiseman Close	Car on wrong side of road collides with oncoming car. Driver of V1 fails to stop	Slight	Car driver (V2) - slight	Hit and run
10	26/10/12	Cromer Way jct Hancock Drive	Car turning right pulls out of Hancock Drive into path of car	Slight	Car passenger (V2) - slight	Driver failed to look (V1 very likely)
11	3/8/14	Cromer Way jct Dovedale	V2 (car) driving around bend. V1 (car) exits T junction turning right into path	Slight	Car driver (V2) - slight	Vision affected by layout of road (V1 very likely), failed to look (V1 possible), careless (V2 possible)
12	3/11/14	o/s 35 Cromer Way	V1 (Car) overtaking another car collides with rear side of V2. Driver of V1	Slight	Car driver (V2) - slight	Hit and run. Defective tyres (V1 very likely), exceeding speed limit (V1 very likely), aggressive driving (V1 very likely), failed to judge speed of other vehicle (V1 very likely), vision obscured by road layout (V1 very likely)
13	6/3/15	25m east of Hancock Drive	Child pedestrian crossing road fails to judge speed of V1 (car)	Serious	Child pedestrian - serious	Pedestrian view obscured by parked car (very likely), pedestrian failed to judge speed (very likely)
14	7/12/16	Cromer Way jct Chalkdown	V1 (car) runs wide at bend into path of V2 (car)	Slight	Car driver (V1) – slight Car passenger (V2) - slight	Poor turn (V1 very likely), travelling too fast for conditions (V1 possible)
15	21/3/16	Cromer Way jct Thetford Gardens	V1 (van <3.5 tonne) stops at junction about to turn right out but restarts in path of V2 (motorcycle)	Serious	Motorcycle rider (50cc) (V2) - serious	Failed to look (v1 very likely), poor turn (V1 very likely), failed to judge speed (V1 very likely)
16	14/11/16	Cromer Way jct Hancock Drive	V2 (van <3.5 tonne) travelling along Cromer way as passes Hancock Drive V1 (car) pulls out to turn right into path V2 loses control and hits lamp column	Slight	Car driver (V1) – slight Van/goods <3.5 t driver (V2) – slight Van/goods <3.5t passenger (V2) - slight	Failed to look (V1 very likely)
17	21/8/16	Cromer Way jct Hancock Drive	V1 (car) waiting to turn right. As V2 (car) passes Hancock Drive V1 pulls out	Slight	Car driver (V2) - slight	Driver failed to look (V1 very likely), junction overshoot (V1 possible), failed to judge speed (V1 possible)

- 3.2. There were 10 injury accidents 2 classed as serious and 8 slight resulting in 2 seriously injured and 11 slightly injured casualties. This is a rate of 6.6 per km.
- 3.3. There was one injury accident within the section Blackney Drive and the priority narrowing. Information received from the Police suggests that a car with defective tyres collided with a vehicle it was overtaking at speed. The driver also failed to stop at the scene of the accident.
- 3.4. There were four injury accidents within the Central Bedfordshire Council area of Cromer Way.
- 3.5. The first was at the junction of Farmbrook. At this location Cromer Way traffic has priority and goes around a ninety degree corner. A driver travelling towards Old Bedford Road cut the corner and hit a car travelling in the opposite direction. Information from the Police suggests that the driver was travelling at high speed (there is no information as to whether this was exceeding the speed limit or inappropriate for the conditions). The driver has not stopped.
- 3.6. The second accident was at the junction of Chalkdown. Again, Cromer Way has the priority at this junction that goes around a ninety degree corner. A driver travelling towards Old Bedford Road ran wide when negotiating the corner and hits an oncoming vehicle. Information from the Police suggests that the driver was travelling too fast for the conditions.
- 3.7. The third accident was at the junction of Wiseman Close. A vehicle travelling towards Old Bedford Road was on the wrong side of the road and collided with an oncoming car. The driver failed to stop.
- 3.8. The fourth accident was at the junction of Dovedale. A car turning right out of Dovedale failed to give way to vehicle coming from the Old Bedford Road direction.
- 3.9. Five injury accidents occurred within the section Lorimer Close to Old Bedford Road.
- 3.10. One of the injury accidents was at the pedestrian refuge near Hancock Drive. From information received from the Police a 13 year old child crossed in front of a vehicle having failed to judge the speed the vehicle.
- 3.11. There is a small accident cluster at the junction of Hancock Drive with 3 injury accidents. All three involved vehicles turning right out of Hancock Drive failing to give way to vehicles travelling towards Old Bedford Road.
- 3.12. The fifth injury accident occurred at the junction of Thetford Gardens. A van/goods vehicle failed to give way to a 50cc motorcycle travelling towards Old Bedford Road.
- 3.13. There was a high incidence of drivers leaving the scene of the accident (30%). The national average of hit and run incidence is 11% and 15% in the area of Luton and Central Bedfordshire.

Although within the Borough of Luton the incidences of drivers leaving the scene of an accident is almost double the national average at 21%.

- 3.14. For context purposes the injury accident rate in Cromer Way has been compared with the Bramingham Road, Sundon Park Road and Quantock Rise which have similar 85 percentiles. There were 18 accidents on Bramingham Road between 1/1/2012 and 31/12/2016 giving a rate of 10.5 per km. 29 on Sundon Park Road and 3 on Quantock Rise giving rates of 12.9 and 2.5 per km respectively..
- 3.15. Although the police do not record damage only accidents in the same way as injury accident they do keep a log of calls. Table 3 details the calls that Bedfordshire Police received regarding vehicle issues in Cromer Way between March 2013 and June 2017.

Year	Damage only road traffic collision	Vehicle nuisance	Off road	Abandoned vehicle
Mar – Dec 2013	1	2	3	4
2014	1	10	0	2
2015	3	4	1	0
2016	2	8	1	0
Jan – Jun 2017	2	10	3	1

- 3.16. Police staff stated that some of the damage only accidents involved stolen vehicles. Complaints have been made alleging erratic driving, high speed or unlawful use of motorcycles.

4.0 Works already carried out by Luton Borough Council in Cromer Way

- 4.1. Luton Council has carried out the following speed restraint measures in Cromer Way over the past few years.

4.1.1. Pedestrian refuge near Hancock Drive around 2003.

4.1.2. Vehicle Actuated speed sign socket near Lorimer Close installed in 2009 as part of the mobile VA speed sign programme. The

sign was last in Cromer Way in 2012. The programme was discontinued in 2013 due to budget cuts.

4.1.3. Priority narrowing at the borough boundary and improvements to visibility at Hancock Drive in 2014 as part of the Bushmead area studies.

4.1.4. Road markings (hazard and slow marking) between Blakeney Drive and the priority narrowing in 2016.

4.1.5. Double yellow lines were proposed at the junctions of between Blackney Drive and Langham Close in 2016. However, these were not implemented due to objections received.

5.0 Proposed works

5.1. An item has been included on the 2017/18 programme of works through the Service Director for Public Realm's delegated powers of minor amendments to the programme as agreed by the Executive on 9 January 2017 to reduce driver conflict at the priority narrowing near Latimer Road. A new vehicle actuated speed sign to be installed in the existing sign socket near Lorimer Close.

5.3. Additional traffic restraint measures could include mini-roundabout at Hancock Drive (subject to visibility constraints), junction tables and priority restrictions.