

**HERTFORDSHIRE COUNTY COUNCIL  
DEVELOPMENT CONTROL COMMITTEE  
TUESDAY 6 FEBRUARY 2001 AT 10.30 AM**

Agenda No.

**3**

**EAST HERTFORDSHIRE DISTRICT  
B1383 STANSTED ROAD JUNCTION WITH PARSONAGE LANE AND  
LEGIONS WAY IN BISHOPS STORTFORD**

Local Member: G L Francis/ B C Engel

Report of the Director of Environment

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**1. Purpose of the report**

- 1.1 To determine the appropriate measures to be adopted in order to address an accident problem at the above junction in the light of advice from accident investigation specialists and public opposition to one of the possible solutions.

**2. Summary**

- 2.1 The junction of the B1383 Stansted Road, Parsonage Lane and Legions Way appeared in the 1999 Hazardous Sites report and was investigated. In the three-year study period from November 1995 to November 1998, there were 8 injury accidents (3 serious and 5 slight).
- 2.2 The site was originally investigated in 1998 by East Hertfordshire District Council under the Agency agreement as a scheme to address the difficulty in turning right out of Parsonage Lane, and to address accidents in the locality. At that time the option for traffic signals was promoted as the preferred solution.
- 2.3 The results of the investigation were shown at a public exhibition in 1998, and a petition was received objecting to the traffic signals because of the additional queuing that traffic signals would create and the associated environmental consequences.
- 2.4 The scheme was reconsidered and a further investigation of the junction was carried out in June 2000 (Appendix A). The report provided a new alternative of a right turn lane, with the inclusion of either a pedestrian refuge or an additional pelican crossing on Stansted Rd. This was considered to address the accident problem as effectively as the traffic signals (with pedestrian phase), but did not have the negative environmental and congestion effects that traffic signals would produce. The right turn lane will only be able to accommodate around 3 vehicles in length.

- 2.5 Meetings were held with locally elected representatives of the County, District and Town Councils to inform them of the proposals and to discuss the implications of the options for the scheme. The officers recommended the right turn lane solution on the basis that it offered joint highest accident reduction, would provide a pedestrian crossing facility, would be financially cheaper and did not have the disadvantages associated with traffic signals as described in 2.3 above.
- 2.6 A mixed reaction was received to the options from the Councillors at the meeting, although most preferred the traffic signals option. As both the options of traffic signals and the right turn lane are expected to provide the same accident reduction benefit it was agreed to hold an exhibition in September 2000, to gauge the public perception of the scheme. The results are summarised in Appendix B. A substantial majority who voted expressed the opinion that traffic signals would be acceptable.

### **3. Conclusions**

- 3.1 The right turn lane with a pelican crossing is the officer recommended option because it addresses the right turn accidents into Parsonage Lane, does not create any additional congestion, addresses pedestrian needs and offers the highest first year economic rate of return. The traffic signal option would cause substantial queues to be formed on Stansted Road thus creating a negative environmental impact.
- 3.2 When the traffic signal option was presented in 1998, a petition to East Hertfordshire District Council was received against its installation, indicating a large number of local residents strongly opposed to the proposal. The most recent exhibition gives a very strong majority in favour of the traffic signal option.
- 3.3 Members are asked to determine whether the appropriate measure should be a traffic signal controlled junction or a right turn lane facility with pelican crossing.

## **1. Background**

- 1.1 There is a large and constant flow of traffic using the B1383 Stansted Road, with a high degree of traffic using Parsonage Lane. Legions Way has a relatively low traffic flow. The junction layout at present is a staggered crossroads, with Stansted Road having priority over the other roads at the junction.
- 1.2 The junction at Parsonage Lane was installed over 25 years ago, and initially a roundabout was proposed but rejected during the planning process. Following receipt of the petition a mini roundabout option was considered but found to be unsuitable because of the poor sight lines out of Parsonage Lane, and was therefore not progressed.
- 1.3 The accident investigation report identified:
  - four accidents involved vehicles turning right into Parsonage Lane
  - two involved a right turn out of Parsonage Lane
  - one involved a collision between vehicles turning right into and out of Parsonage Lane
  - one involved a vehicle overtaking in a northbound direction losing control
  - one involved a child crossing the road to the south of the junction.A further accident occurred near the junction of Orchard Road, where a child cyclist failed to give way at the junction.
- 1.4 The advantages and disadvantages of the alternatives are provided in Appendix C, and summarised below:
  - a) the right turn lane would provide more time and space for drivers to select an appropriate moment to make the right turn manoeuvre, and would address the overtaking and child crossing accident. It would provide very limited benefit for vehicles turning right out of Parsonage Lane, although this could be marginally improved by gaps in the traffic created by the provision of a pelican crossing to the south of the junction. This would be random; occurring only when pedestrians use the pelican crossing but could provide benefit during rush hour periods.
  - b) the provision of traffic signals would address both turning conflicts, but vehicles turning right into Parsonage Lane would still need to give way to oncoming traffic. Vehicle queues in Parsonage Lane would not be improved by the traffic signal provision, but the right turn out would be safer. The traffic signals would not incorporate a dedicated phase for the right turn manoeuvre into Parsonage Lane, because the increased time in the programme would increase the length of queues along Stansted Road. Appendix D gives a table of predicted traffic queue lengths along Stansted Road and Parsonage Lane.

## **2. Financial Implications**

- 2.1 Funding will be provided from the safety engineering budget. To introduce a right turn lane with a pedestrian refuge to the south of the junction would cost £10,000. Provision of a pelican crossing in place of the refuge would cost an additional £25,000.
- 2.2 To provide a traffic signal controlled junction would cost £45,000.

### **3. Conclusions**

- 3.1 The right turn lane with a pelican crossing is the preferred option of the officers because it addresses the right turn accidents into Parsonage Lane, does not create any additional congestion, addresses pedestrian needs and gives a higher first year economic rate of return. The traffic signal option would cause substantial queues to be formed on Stansted Road thus creating a negative environmental impact.
- 3.2 When the traffic signal option was presented in 1998 a petition to East Hertfordshire District Council was received against its installation, indicating a large number of local residents strongly opposed to the proposal. The most recent exhibition gives a very strong majority in favour of the traffic signal option.
- 3.3 Members are asked to determine whether the appropriate measure should be a traffic signal controlled junction or a right turn lane facility with pelican crossing.