

# Queensway/Kingsway, Leamington

## Casualty Reduction Scheme Overview

### Site Description

The crossroads junction subject to this scheme is the Queensway (main road) at its junction with Kingsway (side road) in Leamington Spa.

The Queensway is a single carriageway, two-way road running from north-west to south-east. The speed limit is 30mph, and there is a pedestrian refuge island crossing before the junction when heading south-east. The Queensway is an urban area, with surrounding residential estates. Speed cushions are present along the stretch of this road.

Kingsway is also subject to a 30mph speed limit.



## **COLLISION DATA**

A total of 5 Personal Injury Collisions (PICs) have been recorded in the last 5 years resulting in 6 casualties.

All of these collisions are due to failure to give way, or shunt type collisions

3 x collisions for vehicles failing to give way.

2 x collisions shunt type collisions.

### **Works to be implemented as part of the scheme.**

After considering the Collision data and using engineering experience adopted at similar locations.

The engineering option was to install a **mini roundabout**.

By installing a new mini roundabout, it will slow the speed of vehicles approaching this junction. The mini roundabout will enable traffic to emerge safely from the Kingsway onto the Queensway, and similarly, traffic from the Queensway onto the Kingsway. This will prevent the occurrence of vehicles overshooting at this junction, and failure to give way collisions whilst also slowing them down, which will also reduce speed related incidents, as vehicles will have no choice but to slow down, with speed cushions and a mini roundabout in place.

A raised table is also to be installed on all four approaches to the roundabout which once again will control the speeds of vehicles approaching the Queensway/Kingsway junction.

The provision of signage on all arms of the junction will make drivers aware of the oncoming junction, and therefore give them ample warning, and time to slow down.

Presently there are already several pedestrian refuge crossing points on Queensway, which have been observed to serve their purpose.

## **BEFORE/AFTER IMAGES**



### **BEFORE**

(Travelling North Bound)

Queensway Road before scheme had no speed calming measures at the junction where vehicles already struggled to gain access from Kingsway Road, resulting in failure to give way collisions.



### **(AFTER)**

Queensway Road travelling north bound, now has a raised table on approach to the junction, which is accompanied by illuminated give way road signs and road markings.

Advanced mini roundabout warning signs are also located 100 yards of each junctions.



## (BEFORE)

(Travelling Southbound)

Queensway road before scheme implemented, did not have a raised table which meant speeds were considerably higher in approach to junction.

Also, there was a pedestrian crossing facility in close proximity to the junction which had no speed calming measure on approach to its location.

## (AFTER)



Approach now benefits from raised table assisting pedestrian crossing points, which makes it a far safer crossing location.

Clear Give Way Signs with illumination allow vehicles adequate time to stop for the new mini roundabout junction layout.

Vehicles from Kingsway can now access on to Queensway far easier, which will have a significant impact on the number of failures to give way collisions occurring at this location.

## (BEFORE)



Kingsway Road, before scheme implementation had no raised table on approach, signage was dated, and there was no mini roundabout which meant access on to Queensway was difficult.

Driver frustration in not being able to access on to Queensway led to drivers taking risks and leading to failure to give way collisions.

## (AFTER)



Kingsway junction now benefits from mini roundabout installation, which allows vehicles to access Queensway in a more driver friendly manner. Raised table on approach to the junction also allows vehicle speeds to be controlled, as well as clear illuminated signage highlighting the new junction layout.

**(BEFORE)**



Kingsway Road (temple side) prior to scheme did not benefit from mini roundabout road layout which again meant high number of vehicles which use this road could not access on to Queens Road during peak times.

Signs were also not illuminated on approach and road marking give way lines were beginning to wear.

**(AFTER)**



Kingsway Road (Temple side) now benefits from an extended raised table approach to the junction, this has significant benefits in that speeds are controlled on approach to the junction which means vehicle movements facilitating the junction will be far better controlled.

There is also a heavily used crossing point here, the raised table will mean that as vehicle speeds are significantly reduced at the junction cyclist and pedestrians will feel safer crossing at this location.

The location has had new signage with illumination installed allowing vehicles to clearly identify the new road layout ahead.

Early observation of the scheme has highlighted that traffic controls are far better at this location, with vehicles now confidently able to access Queensway Road as well as vehicles also being able to turn in to Kingsway far easier without holding up traffic on Queensway Road.

## **RESULTS**

Traffic and Road Safety Team envisage that these engineering measures will reduce the number of collisions and casualties at the location. The high percentage of collisions which occurred at this location was a result of vehicles failing to give way. The installation of the mini roundabout allows vehicles to facilitate this junction in a far safer controlled manner.

The implementation of the raised table will control vehicle speeds on approach to the junction which will again reduce collisions and severity, the raised table on all approaches also means that the crossing facilities are significantly improved as vehicle speed on approach will be slow when pedestrians are using the crossing points.

Advanced warning signs and illumination of the signs will also highlight the junction layout at the earliest opportunity, allowing for them to reduce their speeds on approach of the junction.

The scheme will be closely observed over the next 5 years to see if the collisions which were happening prior to this scheme have now been eradicated.