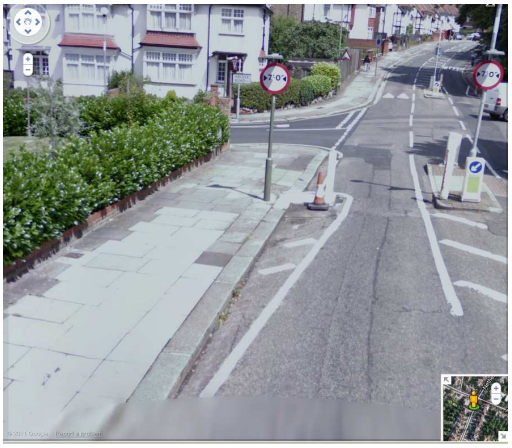
Appendix B

Nether Street Width Restriction

Changes that have been made

1. LHS post now in line with kerb as opposed to being slightly set back.
2. Post-to-post (kerb-to-kerb) widths are as follows;
    a. NB = 2.30m = 7' $6^{1}/_{2}$" (2.15m = 7' $^{3}/_{5}$"). This post-to-post clearance is slightly more generous than what it was during the survey of 10/10/2007 at 7' $3^{3}/_{4}$".
    b. SB = 2.38m = 7' $9^{7}/_{10}$" (2.11m = 6' $11^{1}/_{13}$"). This post-to-post clearance is slightly more generous than what it was during the survey of 10/10/2007 at 7' $6^{1}/_{2}$".
3. 'Before' and 'after' photos (photo 1 & 2 respectively) appear to suggest hatching pattern and edge lining has been changed. The current hatch gives a longer taper and therefore much gentler 'chicane' effect whereas before it was steeper and arguably conveyed a more 'hazardous' feel.
4. Speed humps on opposing carriageways have been removed.

'Before' (May 2008) - **Photo1**



'After' (Nov 2011) – **Photo2**

Analysis & comments

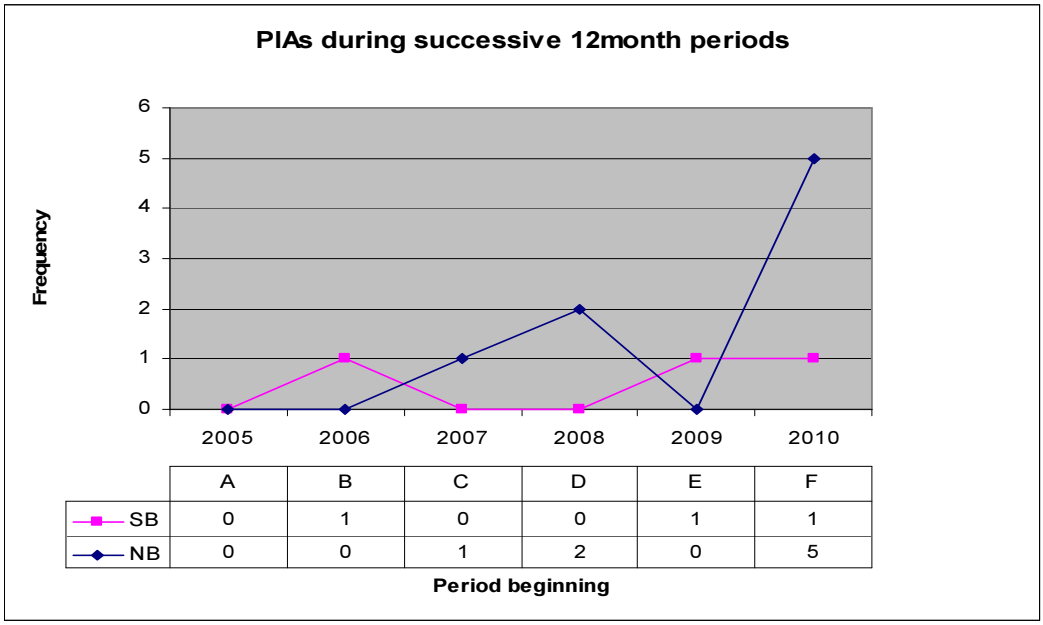
1. The adjustments made since, as borne in the 'before' and 'after' pictures, appear to have resulted in a less effective environment in terms of challenging a driver's normal perception of the street surroundings.
2. As a result the number of drivers who exercise due caution has diminished and this is borne by the 'spike' in incidents involving 'vehicle to barrier' collisions.
3. Concerns have been raised by residents, ward members and the Police regarding the incidents although the Police have expressed support for the restriction to stay.

Conclusions

4. While the objective of a width restriction is not to act as a speed reduction measure, based on site observations there is anecdotal evidence to suggest, and a reason to believe, that more northbound drivers now do not reduce their speed enough to be able to navigate safely through the restriction. 2 family sized cars were observed on 9.08.11 driving at speeds that were 'too fast' for conditions and both suffered damage to wing mirrors.
5. The problem appears to be confined to the northbound approach. A graphical representation of successive '12-month data' for recorded personal injury incidents involving cars hitting the barrier appears to confirm a link between the spike in incidents with the changes that have been made.
6. Research (RoSPA 2005) suggests perceptual techniques which make the environment seem more complex or less safe do have success in influencing driving behaviour as

these have the potential to make a driver perceive a higher risk even though the actual risk does not.

7. Prior to removal, the technique appeared to exist at the location through use of edge markings to visually narrow the road and presumably 'reduced' speeds. A comparison of accidents before and after the changes appears to lend weight to this assumption.



	A	B	C	D	E	F
SB	0	1	0	0	1	1
NB	0	0	1	2	0	5

		NB	SB
01/08/2005	*A*	0	0
01/08/2006	*B*	0	1
01/08/2007	*C*	1	0
01/08/2008	*D*	2	0
01/08/2009	*E*	0	1
01/08/2010	*F*	5	1

Recommendation

1. Reinstate the hatching as per original reduced length / steep taper gradient as per **Photo 1**
2. Re-introduce the edge lining and previous profile around the LHS post as per **Photo 1**