

A38 Derby Junctions Scheme Number TR010022

8.52 Ashbourne Road Accesses Summary

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1 Introduction

1.1 This note has been prepared in response to the Examining Authority's request to summarise the proposed Ashbourne Road accesses with reference to a left in and left out arrangement.

2 Constraints and Influencing Factors

2.1 Design is an iterative process of development, assessment and refinement. Some constraints can be identified before design commences, while others are established through development and assessment. The relative significance of each constraint may also change through design iteration, safety in design principles and standards (IAN 69/15).

2.2 The existing access to the properties is via a direct access on to the A52 Ashbourne Road from each property or a T-junction road from Sutton Close (see Figure 2.1). The A52 is a single carriageway that widens on the approach to Markeaton junction to 3 lanes where there is an existing zebra crossing.

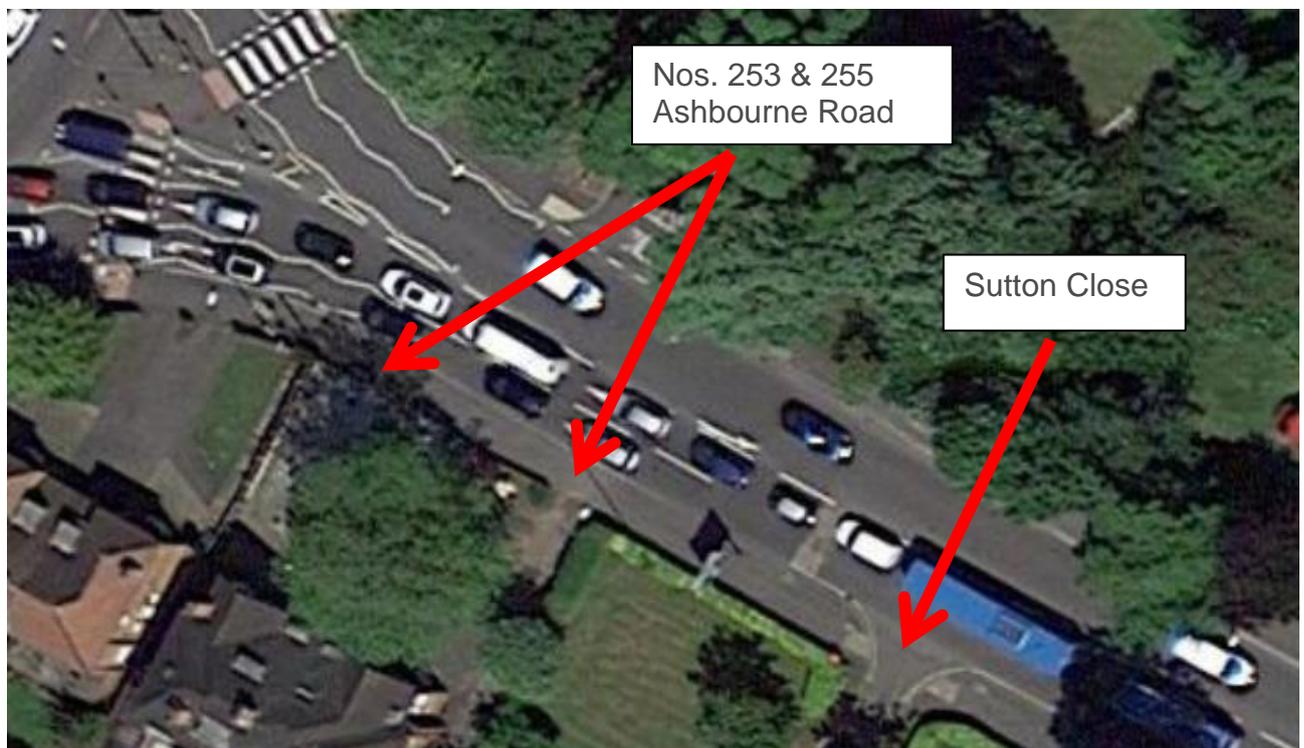


Figure 2.1 Current Access Arrangements

2.3 The proposed scheme layout alters the alignment of the A52 where it joins the new Markeaton junction. The junction design and demolition of 257 & 259 Ashbourne Road facilitate the new slip road merge lane from the A52 on to the A38 which resulted in the following identified constraints at this location (see Figure 2.2):

- Close proximity to the new junction and merge slip road.
- Close proximity to the new traffic island.

- Close proximity to the new signalised junction and pedestrian/cyclist crossing point.

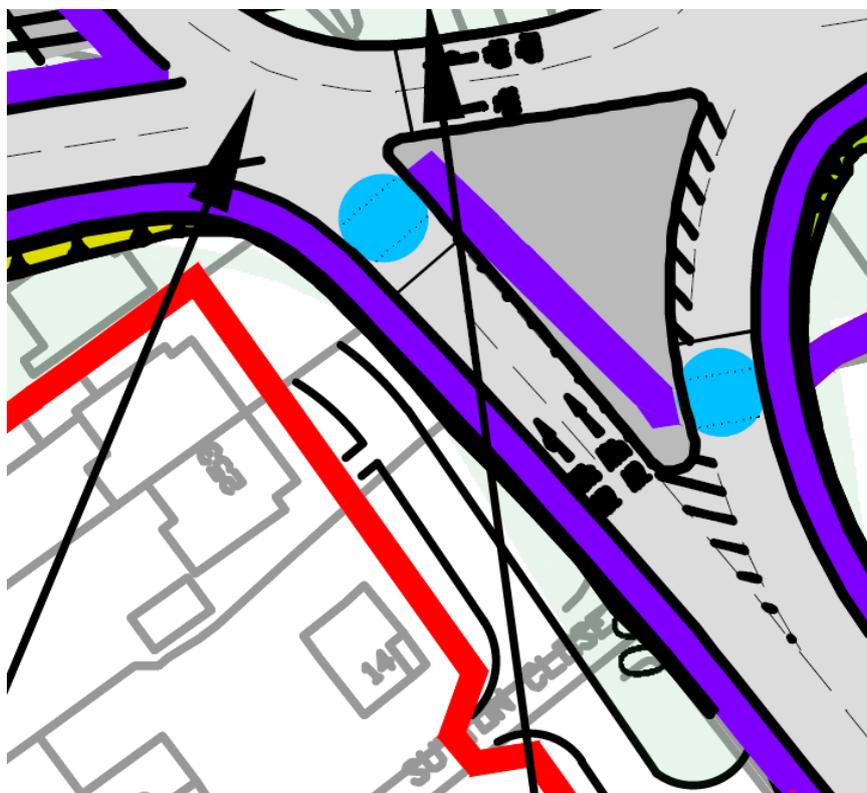


Figure 2.2 Proposed Layout Arrangements

- 2.4 Taking into account these constraints and having regard to IAN 69/15 (designing for maintenance) led to the need to alter access to the properties.

3 The Scheme Proposals

- 3.1 The constraints noted above preclude right turns into and out of nos. 253 and 255 Ashbourne Road if they were to continue to have direct access onto the A52 (which is the existing means of access for the properties to the public highway). A new access road has been located a safe distance from the signalised junction to the south of Sutton Close to serve the Sutton Close properties and nos. 253 and 255 Ashbourne Road. This will allow for all vehicle manoeuvres (left and right in and out) to be made in a safe manor including those for large vehicles and it keeps the amount of land take required to a minimum.
- 3.2 The compulsory acquisition of the gardens of 253 & 255 Ashbourne Road and 1 and 14 Sutton Close is to ensure the adoptable access road allows for all vehicle manoeuvres. It also allows for the provision of a turning head at the front of no. 255 Ashbourne Road (it is believed that this will be required and therefore provision has been made for it, however, should the Local Highways Authority not require a turning head then the compulsory acquisition at this property could be reduced). Without compulsory acquisition of this land, Highways England would not be in a position to ensure that the road becomes adopted highway forming part of the Local Highway Authority's network and maintainable by it. Without this, maintenance would fall to the land owners. This would place an undue burden on the owners of these properties who would have to contribute to its upkeep.

4 Options to Reduce Compulsory Acquisition

- 4.1 The signalised NMU crossing will be located directly outside No. 255 Ashbourne Road. This leaves no room for a direct access (left in left out) onto or from Ashbourne Road due to the location of the signalised crossing and associated street furniture.
- 4.2 The option of moving the crossing to the south end of the splitter island was considered and ruled out as it would mean the 'stop line' for the traffic signals for the main junction would also need to be moved. This would have an adverse impact on the performance of the junction (requiring a longer inter-green time for that arm with consequential effects on the other arms with increased queue lengths that could block preceding entries).
- 4.3 As stated in 4.1, no. 255 cannot access directly onto the A52, therefore, it would need to share any access provided for no. 253. A direct (left in left out) access for No. 253 onto the A52 would, therefore, have a similar impact, in terms of compulsory acquisition as the proposed scheme design. Also, no. 255 would also be affected by CA in a similar way as for the proposed scheme as turning provisions for both properties would need to be provided so that vehicles could return to the A52 safely.
- 4.4 An option of creating a new access within the frontage of no. 14 Sutton Close to serve 253 and 255 Ashbourne Road would offer no advantages over the option described in 3.2 above.

5 Diversion Routes for Left In Left Out arrangement

- 5.1 Further effects of left in/left out arrangement.
- 5.2 The A52 is a main arterial route into Derby and is often congested which leads to delays and drivers taking inappropriate decisions. Creating a left in/left out access to these properties could tempt drivers into making inappropriate or dangerous manoeuvres to avoid the lengthy detours that would be needed to access the properties.
- 5.3 Vehicles wishing to access these properties travelling from the A38 or the A52 from the west would need to drive past the properties and continue eastbound on the A52 towards the city centre. They would then need to turn around (safely, as opposed to undertaking a u-turn at a junction) to drive back on the A52 (westbound) back to the properties. There are 3 potential routes vehicles could take to achieve this and can be seen below.

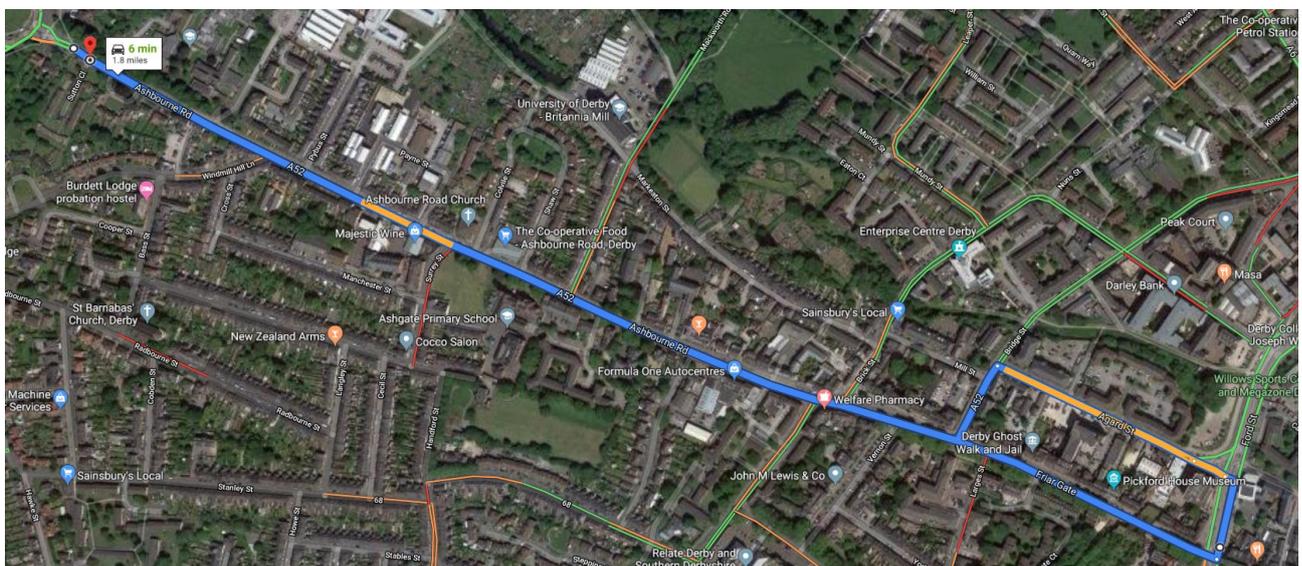


Figure 4.1 Route Option One

- 5.4 Route Option One (approximately 1.8 miles additional length) – entails the vehicle travelling east on Ashbourne Road (0.7miles) and following the road to the left onto Bridge Street followed by turning right onto Agard Street after 0.1miles, then again turning right onto Ford Street (A601) after 38m, then a final right onto Friar Gate leading towards the A38 after 100m. Continue for 0.7miles to reach the access point.
- 5.5 The additional journey times vary from 5 mins without traffic to over 10mins during rush hour traffic. These times will vary throughout the day due to traffic demands and whether there are any other factors (such as accidents on other routes) and events taking place in the surrounding area.
- 5.6 This route takes vehicles across the busy A601 Ford Street which becomes congested at various points during the day and will increase travel times.

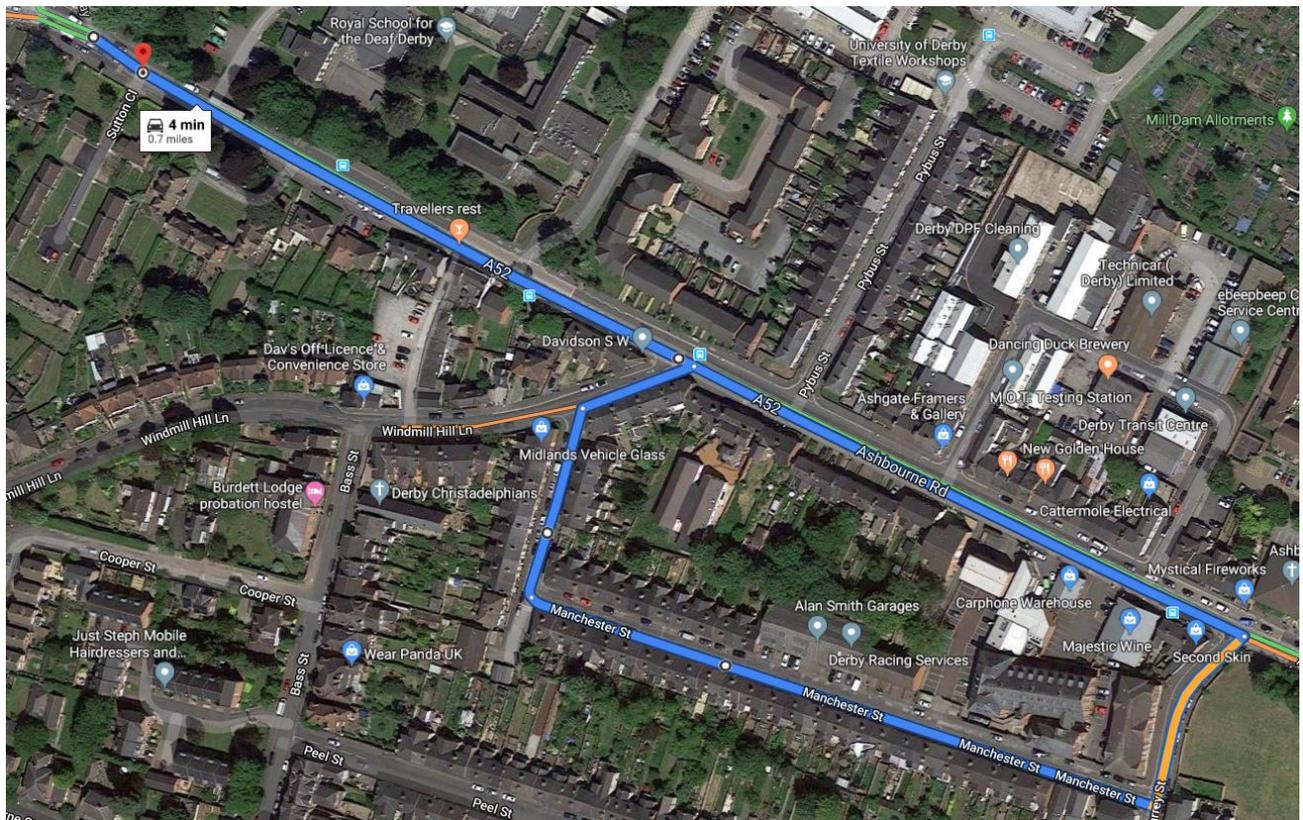


Figure 4.2 Route Option Two

- 5.7 Route Option Two (approximately 0.7 miles additional length) – entails the vehicle travelling south-east on Ashbourne Road (0.2 miles) and turning right onto Windmill Hill Lane and travelling for 43m then turning left onto Cross Street. After 72m the vehicle will turn left onto Manchester Street where it will travel for 0.1 miles before turning left onto Surrey Street for 73m before taking a final left turn back onto Ashbourne road and travelling 0.3 miles to the destination.
- 5.8 The additional journey times vary from 3m mins without traffic to 6mins during rush hour traffic. These times will vary throughout the day due to traffic demands and whether there are any other factors (such as accidents on other routes) and events taking place in the surrounding area.
- 5.9 This route may prove problematic for larger vehicles due to parking both sides of the street on Cross Street and Manchester Street.



Figure 4.3 Route Option Three

- 5.10 Route Option Three (approximately 0.6 miles additional length) – entails a similar journey to Route Option One. The vehicle will travel 0.2 miles south-east down Ashbourne Road taking a left turn onto Chandos Pole Street where it will travel a further 68m before the road turns right and becomes Payne Street. 74m later, the street turns right and becomes Noel Street and 71m later, the vehicle makes a right turn back onto Ashbourne Road and travels 0.3 miles back to the access point.
- 5.11 The additional journey times vary from 3m mins without traffic to 6mins during rush hour traffic. These times will vary throughout the day due to traffic demands and whether there are any other factors (such as accidents on other routes) and events taking place in the surrounding area.
- 5.12 This route takes vehicles through a frequently used medium sized industrial estate which could lead to increased journey times.

6 Conclusion

- 6.1 Provision of left in /left out direct access onto the A52 for the Ashbourne Road properties would not reduce the need for compulsory acquisition at 253 and 255 Ashbourne Road (due to the need to combine the access to both properties to not conflict with the proposed traffic signals and pedestrian crossing).
- 6.2 Provision of a shared left in left out access onto the A52 for 253 and 255 Ashbourne Road would also result in lengthy detours for certain directions of travel that may result in drivers taking inappropriate decisions to avoid the detours (e.g. u-turning in the next side road entrances) which would raise safety concerns and cause significant amenity issues for the owners of these properties.
- 6.3 It should be noted that the owners of nos. 253 and 255 Ashbourne Road have not expressed a wish to have a left in left out arrangements to their properties.