

**OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE**  
**30<sup>th</sup> APRIL 2004**

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**WHITE LINE CARRIAGEWAY MARKINGS****Purpose of Report**

1. To report on the monitoring of the sites where lane line centre carriageway markings have not been replaced.

**Background**

2. At the 19<sup>th</sup> March 2003 meeting of the Committee, a report was considered on the practice of reassessing the need for lane lines in 30 mph street-lit areas following resurfacing or before refurbishment. To date this practice has resulted in approximately 1% of the County's 2,700 miles of highway not having the centre line reinstated.
3. The Committee, on considering the information available, including the results of a study undertaken in Devizes by Consultants TRL, which concluded that there are safety benefits to be gained by removing centre lines in 30 mph zones, resolved that there was no conclusive evidence to suggest that the current practice should be discontinued but it should be reviewed in 12 months time.

**Detail**

4. There continues to be national interest in the impact of driver behaviour concerning white lines. In October 2003 an article was published in the technical journal Traffic Engineering Control based on the TRL report. The Department for Transport's English Regions Cycling Development Team (ERCDDT) is interested in the removal of centre lines so as to accommodate well specified advisory cycle lanes similar to those which exist in London Road, Devizes, and Hungerdown Lane, Chippenham.
5. As a consequence, schemes have been introduced in Scunthorpe, Peterborough and York. Other schemes are under development, for example ERCDDT is working with Southend on a scheme for an urban section of the A13 and is in discussions with Local Authorities in Cambridge and Suffolk.
6. The County Council has been contacted by a consultant commissioned to produce a guide for local authorities on good practice for signing and lining. It is understood that the consultant is to recommend the approach adopted by Wiltshire on non-replacement of centre road markings as good practice.
7. Since March 2003 at only two new locations on Class I or Class II roads (Southwick and Hilpert Road, Trowbridge) have centre lane lines not been reinstated following resurfacing work. All other road markings have been provided at these sites.
8. It is now practice to consult with the local Member before a decision is taken on the non-replacement of lane lines and to advise the Parish or Town Council. Where there is dissent generally the centre line is reinstated.

9. The accident situation at all sites where lane lines have been omitted has been monitored and the data, updated to include 2003 accidents, are set out in the attached **Appendix 1**. This shows that the overall reduction in accidents has been maintained, down from 17 injury accidents a year to 11 injury accidents a year, a 35% reduction. This compares with the 2% overall reduction in casualties on County roads achieved in 2003 relative to the 2002 casualties.
10. Additional speed readings have been undertaken for comparison with the recordings carried out in January 2003. The Table in **Appendix 2** shows that speeds have generally reduced in the last 12 month period. It is not known whether this is directly related to the absence of the centre lane line marking or as a consequence of the significant increase in speed limit enforcement throughout the County resulting from Wiltshire's participation in the Safety Camera Project.

### **Conclusion**

11. The non-replacement of lane line centre markings appears to have contributed to a reduction in injury collisions and traffic speeds. Wiltshire's work on centre white line markings has created national interest and other Authorities are now reviewing the impact of white lines on driver behaviour.

### **Main Considerations for the Council**

12. Members are asked to consider whether to advise the Cabinet Member and officers that the practice of reviewing the need for white line centre marking after resurfacing or before refurbishment and the non-replacement of lane lines where appropriate be continued.

### **Environmental Impact of the Proposal**

13. Carriageway markings can be considered environmentally intrusive.

### **Risk Assessment**

14. Unless initiative measures continue to be developed it is less likely that Wiltshire will achieve the casualty reduction targets set by Government. The House of Lords has recently held that a local highway authority did not owe a duty of care to a road user to place a marking on a road or to erect a sign to warn motorists of a hazard.

### **Financial Implications**

15. The trial is being conducted as a casualty reduction measure, not for financial savings purposes. At some sites the cost of alternative measures, eg edge of carriageway markings, has exceeded the cost of provision of the centre lane line markings.

### **Options Considered**

16. The automatic replacement of all longstanding road markings without assessing their appropriateness.

### **Reasons for Proposal**

17. To ensure the most effective actions are taken to build on the significant casualty reductions already achieved in Wiltshire.

### **Proposal**

18. That the Cabinet Member and officers be advised that the practice of reviewing the need for centre white line markings in street-lit 30 mph areas and the non-replacement of lane lines, where appropriate, be continued.

### **GEORGE BATTEN**

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### **The following unpublished documents have been relied on in the preparation of this Report:**

email from Cycling Development Co-ordinator (East) of the English Regions Cycling Development Team to TRL Consultants

**ROAD TRAFFIC COLLISIONS AT SITES WHERE ROAD MARKINGS HAVE BEEN REMOVED**

SITE	YEAR SCHEME COMPLETED	3 YEARS COLLISION BEFORE IMPLEMENTATION						COLLISIONS PER YEAR	COLLISION DATA AFTER IMPLEMENTATION				COLLISIONS PER YEAR
		1997	1998	1999	2000	2001	2002		2000	2001	2002	2003	
B3106 New Road, Staverton	1999	0	0	0	N/A	N/A	N/A	0.0	0	1	0	1	0.5
A350 Semington Road	1999	2	3	0	N/A	N/A	N/A	1.7	3	2	2	2	2.25
B4528 Hardenhuish Lane, Chippenham	2000	N/A	0	1	1	N/A	N/A	0.7	N/A	0	0	0	0.0
B4528 Hungerdown Lane, Chippenham	2001	N/A	11	3	3	N/A	N/A	5.7	N/A	4	1	5	3.3
A361 London Road, Devizes	2001	N/A	1	1	2	N/A	N/A	1.3	N/A	0	1	0	0.3
A361 Frome Road, Trowbridge	2002	N/A	N/A	1	1	0	N/A	0.7	N/A	N/A	1	2	1.5
A361 Seend	2002	N/A	N/A	1	0	0	N/A	0.3	N/A	N/A	0	0	0.0
A360 Shrewton	2002	N/A	N/A	1	3	2	N/A	2.0	N/A	N/A	1	1	1.0
A27 Whiteparish	2002	N/A	N/A	0	0	0	N/A	0.0	N/A	N/A	0	0	0.0
B3098 Teffont	2000	N/A	1	1	0	N/A	N/A	0.7	0	0	0	1	0.25
A361 Southwick	2003	N/A	N/A	N/A	0	0	0	0.0	N/A	N/A	N/A	1	1.0
A361 Hilperton Road, Trowbridge	2003	N/A	N/A	N/A	5	4	2	3.7	N/A	N/A	N/A	1	1.0
<b>TOTAL</b>								<b>17</b>					<b>11</b>

**APPENDIX 1**

**SPEED READINGS**

SITE	DIRECTIONAL 85 <sup>th</sup> PERCENTILE SPEEDS	
	JANUARY 2003 mph	MARCH 2004 mph
A350 Semington Road	34/37	-
B4528 Hardenhuish Lane, Chippenham	37/39	36/37
B4528 Hungerdown Lane, Chippenham	35/36	30/34
A361 London Road, Devizes	36/37	31/34
A361 Frome Road, Trowbridge	32/36	31/32
A361 Seend	37/38	31/36
A360 Shrewton	39/39	39/41
A360 Tilshead	36/36	-*
A27 Whiteparish	35/35	28/35
B3089 Teffont	N/A	28/32
B3106 New road, Staverton	N/A	37/39
A361 Southwick	-	26/34
A361 Hilperton Road, Trowbridge	-	N/A

\*Centre white line reinstated at the request of the Parish Council