

## **Leadburn Junction**

### **Initial Comments –**

Following a meeting with Howgate Community Council on 30 April 2009, officers from the Council's Road safety Team visited the site to check on the existing provision and condition of road signs, markings etc and to see what, if any, improvements could be made until a decision on the roundabout is reached. All photos below are from 2009.

### **Accident Record**

3 reported injury crashes at junction in last 3 years (up to end of April 09) – there were more than that about half a mile or more away but they were nothing to do with junction. One (human) injury crash in 2006-8 south of the junction, but still in Midlothian, happened after one car stopped for a deer and was hit from behind. (all photos below from 2009)

The injury accidents at the junction are less than before the changes in 2006, so the junction does not appear near the top of the Council's priority list for major improvements [Note: at the time of the meeting with the Community Council the junction was rated 44<sup>th</sup> on the priority list]. There are several other sites in the near vicinity on both the A6094 and the A701 with more reported injury accidents.

As well as the injury accidents there is evidence of some damage-only accidents so there is still some cause for concern. Unfortunately there are no accurate records of damage only accidents so no definitive figures are available.



## Site Observations

Bad driving including using hand-held mobile phones was observed during the visit. This problem is not unique to this location.

There is scope however for consideration of a number of minor changes/improvements that would probably help.

The High Friction Surfacing HFS is badly worn in places. Some of the surfacing not treated with HFS is polished in places: re-texturing / surface-dressing would help.



Some of the existing signs are in poor condition/hidden by overgrowth.



Although there is a warning sign for the crossroads drivers won't be able to see the hidden Advance Direction Sign (ADS)





Various unnecessary/illegal signs nearby might not be causing problems but are not likely to help the situation.



The A6094 approach is wide enough for 2 cars to sit side by side trying to enter the A703 and A701 and/or for traffic for the A703 to think they can go round bend fast – to reduce risk of A701 > A703 vehicles running into their back.



Some A6094 > A703 drivers were observed going too early i.e. before they approach the give-way line, when they do not have full vision to their right. Screening at driver's eye height on the splitter island behind the bollard might persuade them to wait until they could see.

Lighting columns etc on the islands could easily hide a car, and certainly a motor-cycle (but this doesn't seem to have been involved in any of the recent reported injury crashes), when close to the give-way lines. The Council's Street Lighting Section to be requested to review the current locations to establish if the columns could be re-positioned.



Traffic going straight over or turning right from the A6094 might have to be this close to the give-way lines to see well enough to the A703 to the left; suggesting the benefits which could arise from a review of the existing visibility splay. However, the original solution was expensive due to the lack of land available and the difficulty in obtaining the land required to improve the visibility splay.



The hedge in the photo below has now been removed and visibility should be even better once the temporary fence and site storage container are removed



However, better visibility for drivers looking right when further back from the give-way line may lead to more nose-to-tail shunts if the car in front doesn't move off as expected.

### **Potential Schedule of Monor Works to provide Interim Improvements of the Junction.**

1. Speak to Commercial Services Division regarding clearing of undergrowth hiding Advance Direction Sign. –  
Follow-up – Commercial Services have added this to their work programme.
2. Consider “SLOW” markings on main road approaches (A701 north /A703) and A6094 (downhill) approach (but not needed on A701 south/uphill approach)
3. Consider “KEEP CLEAR” markings to try to stop southbound A6094 from following on too-close and running into cars which stop unexpectedly.
4. Consider “CROSS ROADS AHEAD” and “REDUCE SPEED NOW” signs for northbound traffic from A703.
5. Consider “WILD ANIMAL/DEER” signs for both directions on A703 south of junction.
6. Repair High Friction Surfacing.  
Follow-up – Commercial Services have added this location to the list of sites requiring new/refurbished HFS but cannot give timescale for work.
7. Consider “Imprint” or “Textureflex” on over run-areas on nearside of A6094 up to Give Way to square off approach even more and narrow to single-file (with single-file traffic sign? Consider whether this could be temporary?).
8. Consider speed activated SLOW DOWN signs on main road approaches (A701 north / A703)
9. Investigate/consider use of “rumble strips” on main north-south route.
10. Junction and approaches to be included in the Speed Limit Review due to be completed by 2011.
11. Continue to monitor/analyse accident statistics for the junction
12. Continue discussions with Scottish Borders Council regarding approaches to the junction.
13. Continue working with SEStran and Scottish Government to see if funding for a roundabout can be identified.