
Director Decision**August 2015**

Report of the Director of City and Environmental Services

Manor Heath / Hallcroft Lane Local Safety Scheme**Summary**

1. This report seeks approval for the implementation of a scheme to address an accident problem at the junction of Manor Heath and Hallcroft Lane in Copmanthorpe.

Recommendation

2. That the Director approves the scheme as proposed in Annex D for implementation.

Background

3. Manor Heath / Hallcroft Lane junction is prone to “overshoot” accidents with drivers on Hallcroft Lane failing to give-way to traffic on Manor Heath. It appears that drivers unfamiliar with the junction fail to see the main road until it is too late to stop at the give-way line. In the last ten years there have been 12 casualty accidents, of which 7 were slight, 4 serious and 1 fatal. Anecdotal evidence from local residents also suggests frequent damage only accidents.
4. The junction has been the subject of previous local safety schemes seeking to address the ongoing accident problem. These have involved minor work such as signing improvements, additional lining and coloured high friction surfacing.
5. Following the fatal accident in July 2014, an investigation was undertaken by council officers and the Police and a report produced (**Annex A**). The report recommended initial works to address some identified problems with the highway in the short term, which were completed soon after the report was published. The report also recommended that the junction be

considered for further work to highlight the give-way to drivers approaching on Hallcroft Lane and provide a splitter island to reduce “read through” to Hagg Lane. “Read through” occurs when drivers approaching a cross roads junction on a minor arm have unrestricted visibility through to the opposite minor arm and can result in users failing to see the major road and take appropriate action at the junction.

Proposals

6. The scheme developed by officers for consultation (**Annex B**) generally comprises widening of the junction mouth to allow the introduction of a 1.2m wide pedestrian refuge island. This creates a slight offset of the Hallcroft Lane approach forcing drivers to deviate from the straight lane through the existing junction, and reducing the potential for “read through”. An extra give-way sign is proposed on the island to further highlight the junction to approaching motorists.
7. Resurfacing of Hallcroft and Manor Heath is in the 15/16 maintenance programme and this would allow the existing anti-skid material to be replaced with a surfacing material which provides the same skid resistance as a separate high friction surface with a reduced ongoing maintenance cost. A section of the carriageway on Manor Heath will use coloured aggregate in the surface to provide a contrast at the junction, drawing driver’s attention to the hazard ahead.

Consultation

Local Residents

8. Consultation was carried out via a letter drop to local residents and two responses were received. The respondents requested speed reducing measures on Hallcroft Lane and vegetation trimming on the western verge to improve visibility when entering the junction from Hagg Lane.

Officer response

Excessive speed on Hallcroft Lane was only identified as a contributing factor in one of the 12 accidents, therefore no speed reducing features are proposed. The vegetation on the western verge is included in the authority’s verge cutting programme and this issue has been passed to the public realm team for action.

North Yorkshire Police

9. NYP have no issue with the basic principle of the scheme but requested that a suitable signing regime to identify the junction was included.

Officer response

A full signing regime is already in place which is to be improved with extra Give-way signing on the Hallcroft Lane approach.

Councillors

10. Cllr. David Carr (Ward Cllr. Copmanthorpe) supports the scheme but queried the extents of the resurfacing works.

Cllr. Ann Reid responded adding her support for the scheme.

Officer response

A plan showing the proposed extents of the resurfacing work was issued to Cllr Carr via email and is shown in **Annex C**.

Internal Officers

11. Officers leading on the maintenance scheme suggested that due to the vertical alignment through the junction the area of coloured surface on Manor Heath would not be easily visible to drivers approaching from Hallcroft Lane. Instead it was suggested that the colour should be provided on Hagg Lane to highlight this area to westbound traffic. A scheme with this alternative arrangement is shown in **Annex D**.

Statutory Utilities Diversions

12. Statutory utility providers were approached to enquire as to the location of their equipment within the area of the scheme. Responses were received from all providers with only Northern Gas Networks suggesting a diversion was required with a cost estimate of £19.5k.
13. Trial holes have subsequently been undertaken which identified the gas pipe at a depth of 750mm below the proposed finished surface level. This is adequate cover for services in carriageway construction and Northern Gas Networks have now confirmed that a diversion is not required.

Safety Audit

14. The stage two Safety Audit has not raised any significant concerns regarding the scheme. Minor alterations to signing have been made to the scheme proposals following the audit process and are incorporated into the plan shown in Annex D.

Options & Analysis

15. There are three options available:

- i. Implement the scheme as proposed in Annex B.
- ii. Implement the scheme with the alterations made to reflect the safety audit recommendation and consultation replies as shown in Annex D.
- iii. Do Nothing.

Option (i)

The original scheme is supported by the Police and local Ward Cllr. It seeks to reduce the casualty accident problem at this junction and improves the pedestrian crossing facility by providing a central refuge. The additional signs help to further highlight the give-way junction to vehicles on Hallcroft Lane.

Option (ii)

The coloured surface is an integral element of the scheme and highlighting the right area of carriageway is very important. The suggestion from the maintenance team to provide the colour on the side road instead of Manor Heath is considered sensible and is therefore recommended. This option also takes account of the safety audit recommendations.

Option (iii)

Doing nothing will not achieve the objective of casualty reduction and could lead to further accidents at this junction with the potential for loss of life.

Council Plan

16. The potential implications for the priorities in the Council Plan are:

- i. *Building strong communities* – Improving road safety will make the local community feel safer.
- ii. *Protect vulnerable people* – A safer highway environment would benefit the local community.

Implications

17. This report has the following implications:

- **Human Resources** – None.
- **Financial** – The current allocation for the scheme in 2015/16 is £22.5k. The scheme is funded through the capital programme local safety schemes budget. The scheme is estimated to cost £17.5k plus fees. The resurfacing works will be funded from the 15/16 maintenance programme.
- **Equalities** – All road users will benefit from improved safety. However, the pedestrian refuge will have increased benefits for the elderly and some disabled people who will be able to cross the road in two stages.
- **Legal** – The City of York Council, as Highways Authority, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984, and the Town and Country Planning (General Permitted Development) Order 1995 to implement the measures proposed.
- **Crime and Disorder** – None
- **Information Technology** - None.
- **Land** – None

- **Other** – None.

Risk Management

18. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
19. Health and safety – the risk associated with this is in connection to road safety implications if we do nothing, and has been assessed at 22. If the recommended scheme is implemented the score is reduced to 8.
20. Authority reputation – this risk is in connection with public perception of the Council not undertaking a project that has been consulted upon and is assessed at 2.

Risk Category	Impact	Likelihood	Score
Health and safety	Catastrophic	Unlikely	22
Organisation/ Reputation	Minor	Remote	2

The highest of these risk scores 22, falls into the 21-25 category and means the risk has been assessed as being "Critical". This level of risk requires immediate action.

If the recommended scheme is introduced the highest risk score is reduced to 8 which falls into the 6-10 category and means the risk has been assessed as being "Low". This level of risk requires regular monitoring which would be carried out through the annual review of accident cluster sites.

Contact Details

Author:

Ben Potter
Engineer
Transport Projects
Highways
Tel: (01904) 553496

Chief Officer:

Neil Ferris
Acting Director of
City & Environmental Services

Report
approved:

☐

Date:

Specialist Implications Officer(s)

There are no specialist implications.

Wards Affected: Copmanthorpe

For further information please contact the author of the report.

Background Papers

None

Annexes

- Annex A Fatal Investigation Report
- Annex B Consultation Plan
- Annex C Surfacing Plan – Proposed Work Extents
- Annex D Scheme Design with alternative area of coloured surfacing & amendments following safety audit and consultation replies