 CITY OF YORK COUNCIL	Stage 1 Safety Audit	
	Safety Audit Ref (see form TP/SAR)	16/015

Scheme Title: A19 Pinchpoint – Phase 2

Site Location details: A19, Crockey Hill / Wheldrake Lane Junction

Cedar Reference (or recharge code): DEC130043

The Safety Audit Team (Leader first)	
	CYC – Transport Projects
	North Yorkshire Police
	CYC – Transport Systems
	CYC – Road Safety

Audit / Site visit(s) undertaken:	
Date: Tuesday 14 th March 2017	Time: 13:30 – 15:30
Weather: Dry and Windy	

The safety audit was based on documents and drawings supplied by:		
Name: █	Contact Tel: █	Organisation / Team: CYC – Transport Projects

Document or Drawing Title	Drawing Reference No.
A19 Pinch Point, Crockey Hill – Option 1 Version 3B	OPTION1 VERSION 3 rev B





Other relevant information considered:

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Safety Audit Team Statement**A19 Pinchpoint Scheme – Phase 2, Crockey Hill / Wheldrake Lane
junction
Stage 1 Safety Audit**

We certify that we have examined the drawings and documents supplied with the sole purpose of identifying any features of the design which could be modified, included or removed in order to improve the safety of the highway. Problems identified have been noted in this report together with suggested safety improvements. Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem.

We have not been involved with the design of the scheme:

Signed:		SA Team Leader
Date:	30/03/2017	Engineer – Transport Projects City of York Council
Signed:		SA Team Assistant
Date:		Traffic Management Officer North Yorkshire Police
Signed:		Observer
Date:	31/03/2017	Engineer – Traffic Systems City of York Council
Signed:		Observer
Date:		Road Safety Officer City of York Council

Safety Audit Recommendations and Designer's Response

This section of the Safety Audit Report comprises the findings and recommendations of the Audit team.

It also allows for the Designer's Response, which the Designer should complete, sign where required, and then return to the Safety Audit Team Leader.

It is expected that the Designer's Response will be completed and returned to the Safety Audit Team Leader within two weeks of receipt of the Safety Audit.

NOTE:

The location of signals equipment is not specified on the drawing provided, therefore the audit team have assumed the positions based on the existing signals and proposed islands. Additionally assumptions have been made regarding the proposed phasing of the signals as no proposals for this element of the scheme were provided.

Item 1**Problem:**

The widening of the road north of the signals means the trees are closer to the carriageway than in the existing layout. This could impact on forward visibility for inbound traffic and could lead to shunt type accidents.

Audit team Recommendation:

The forward visibility should be reviewed to ensure it is not compromised in the new arrangement.

Designer's Response: Agreed. This has been taken into account during the preliminary design process and shall be reviewed during detail design. Trees, shrubs and hedges along the west verge shall be trimmed and removed to provide clear visibility in accordance with TD9/93.

Item 2**Problem:**

The joining of the two tapered hatch markings north of the junction is unconventional. This could lead to drivers misjudging the alignment and an increased chance of collisions.

Audit team Recommendation:

The hatches should be maintained at a minimum width of 800mm rather than tapering to a point.

Designer's Response: Agreed. A 1040 gap mark gap in accordance with TSRGD 2016 will be implemented within the detailed design at 800mm width.

Item 3**Problem:**

The existing two island arrangement north of the junction provides protection for turning traffic and helps to indentify the right turn lane as a refuge and not a second running lane. Removing it as the proposals suggest could increase the chance of vehicle collisions.

Audit team Recommendation:

The two island arrangement should be retained.

Designer's Response: Agree. This shall be looked at during the detail design.

Item 4**Problem:**

The right turn into the car dealership (north of the junction) is currently marked with a keep clear marking. This has not been replicated in the proposed design which could lead to queuing traffic blocking the access when the signals are at red. This could create driver frustration and lead to dangerous turning manoeuvres.

Audit team Recommendation:

A keep clear or yellow box marking should be provided across both lanes at this position.

Designer's Response: Agreed. This will be illustrated on the drawings at detailed design stage.

Item 5**Problem:**

The inbound taper for the right turn into Wheldrake seems excessively abrupt and may lead to larger agricultural vehicles crossing the solid white line or taking a line which is difficult for other drivers to anticipate. This could lead to sideswipe type accidents.

Audit team Recommendation:

The length of the taper should be reviewed and amended as required to ensure larger vehicles can easily negotiate without straying over the solid white line.

Designer's Response: Agreed. This will be increased in detailed design to prevent overrun of the lane markings.

Item 6**Problem:**

The proposals for the Wheldrake Lane arm of the junction make no reference to the existing uncontrolled crossing point pictured below. Whilst no pedestrian crossing data was provided the presence of the post box suggests that the residents and business owners at Crockey Hill regularly use this route.



The proposals appear to move the stop line further back from the junction increasing the chances of pedestrians trying to cross between queuing traffic. Additionally the visibility for pedestrians crossing from the north at this location is very poor due to vegetation along the property boundaries. This could increase the chance of a pedestrian / vehicle collision.

Audit team Recommendation:

This crossing point should be reviewed during detailed design and improvements made to ensure pedestrians can use it safely.

Designer's Response: Agreed. The crossing point will be reviewed during detailed design stage.

Item 7

Problem:

Investigation of the properties with access from Deighton Grove Lane resulted in the discovery of a water treatment plant (highlighted on the attached plan). Larger vehicles may need to access this plant and could find it difficult to negotiate the left turn out of Deighton Grove Lane with the current position of the pedestrian refuge island.

Audit team Recommendation:

Vehicle movements out of the access should be checked to ensure that larger vehicles can make the turn without coming into conflict with the island. If necessary the pedestrian refuge should be relocated.

Designer's Response: Agree. The access requirements to the water treatment plant will be reviewed at detailed design to accommodate the requirements.

Item 8

Problem:

The right turn into Deighton Grove Lane is very close to the end of the merge lane and due to the width of the central hatch at this location a right turn ghost island has not been provided. At this point the merge lane is just wide enough to accommodate two vehicles, however if a third vehicle is stationary on the hatch waiting to turn right it could cause a conflict with the potential for side swipe accidents. Additionally, the lack of any feature to assist right turning vehicles means following drivers attempting merge may not be expecting a vehicle to make the right turn manoeuvre which could lead to shunt type accidents. As forward visibility through the scheme is not reduced the use of a double white line may also be unnecessary and if not enforced could be brought into disrepute.

Audit team Recommendation:

The double white line should be removed and replaced with a hazard warning line. A right turn facility should be provided to assist drivers making the manoeuvre and highlight the junction to other drivers. The merge lane should also be shortened so southbound traffic is reduced to a single lane before the Deighton Grove Lane turning.

Designer's Response: Agree. To be reviewed at detail design stage.

Item 9

Problem:

The existing access into Farm Road has visibility issues caused by the vegetation to the north of the access and there is evidence of verge overrun. This could contribute to problems for vehicles turning out and conflict with pedestrians on the footway.

Audit team Recommendation:

The detailed design should remodel the access to ensure these issues are addressed.

Designer's Response: Agreed. The hedges may have to be trimmed back to provide sufficient visibility. This will be reviewed at detailed design stage. The junction radii have been increased within the design to accommodate the new kerbline. The radii will be a standard 8m.

Other issues identified outside the terms of reference of the audit (no responses required)

- 1. The 40mph limit repeater signs and roundel markings are not shown on the plan provided but are within the extents of the scheme.**

Declarations

Lead Designer:

I certify that I have considered the recommendations made by the safety audit team and have either agreed with the recommendations and proposed a course of action, or, where I have disagreed with any recommendation, a reason for that disagreement has been given.

Signed: _____ (Lead Designer) Contact tel: _____ Date: _____
 Print name: _____

Project Manager/Sponsor:

I have considered the Designer's responses to the recommendations of the safety audit team and am in agreement with them.

Signed: _____ (Proj.Man./Sponsor) Contact tel: _____ Date: _____
 Print name: _____

Safety Audit Team Leader:

I have seen the Designer's responses to the recommendations and am satisfied that this stage 1 safety audit has been Completed.

Signed: _____ (SA Team Leader) Contact tel: _____ Date: _____
 Print name: _____