



Is this a crash problem?



SoRSA - East Midlands Road Safety Workshop 2024

Is this a crash problem?

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- North Yorkshire Council



Introduction

Workshop to assess collision data and identify if there are any patterns and discuss possible solutions.

The exercise involves collision records for site identified using a high risk site search on AccsMap

- 4 collisions in 3 years 100m radius for rural (50mph and above)
- 50m radius for urban (40 mph and below).

The Task

1. Can you identify a collision pattern from the information provided?
2. What if any further information would you like to see provided?
3. How would you address the issues raised? This does not need to be word for word, but a general overview.

If each group spends 15 - 20 to deliberate on the site, then we will have around half an hour at the end to discuss.

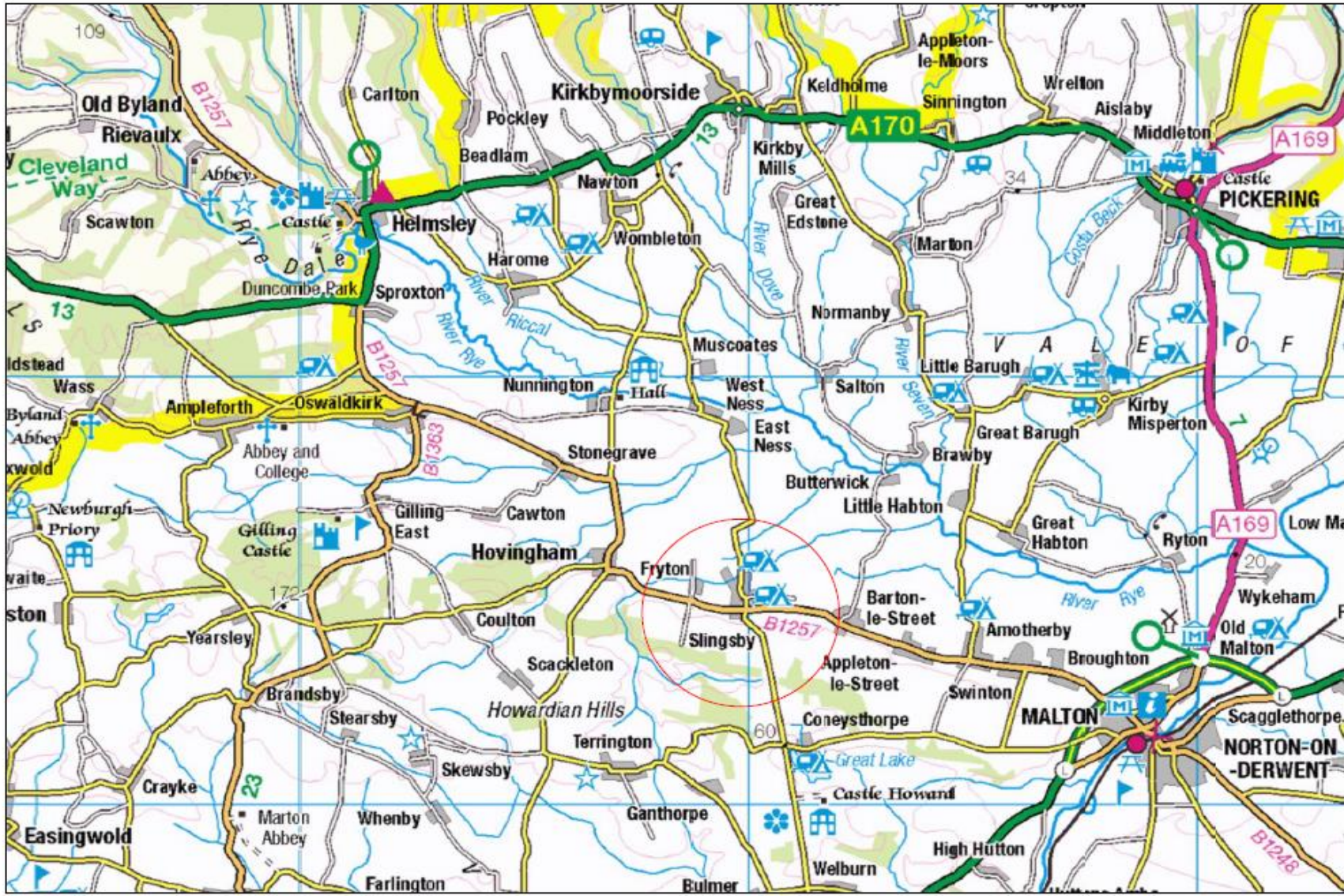
Not a test so please do not go searching google to see what, if anything, has been done because that would detract from the benefit of the exercise.

B1257 & The Balk crossroads, Slingsby, North Yorkshire

- The junction was identified as a High Risk Site in 2014/15 - 4 personal injury collisions in the previous 3 years.

Year	collision Severity			Yearly Total	3 Year Collision Total	3 Year Casualty Total
	Fatal	Serious	Slight			
2011	0	0	0	0	4	6
2012	0	1	0	1		
2013	0	0	3	3		

- A further collision occurred in March 2014 (after the study period)
- The collisions are located at the crossroads with the B1257, Helmsley to Malton road and the Slingsby to Castle Howard road, immediately to the southeast of Slingsby.



Problem:

- All five of the collisions involved vehicles failing to give way at the junction and colliding with a vehicle travelling along the B1257. Four of the collisions involved vehicles emerging from Slingsby (The Balk).
- All the collisions occurred during daylight and in dry road conditions.

Further Information:

- B1257 85%ile speeds \approx 40mph
- AADT \approx 4,500
- The Balk 85%ile speeds \approx 30mph
- Estimated AADT \approx 800
- Local safety scheme introduced on B1257 in 2004 including central traffic islands and reducing speed limit to 40mph
- First year rate of return @ 300% = £8,152.00

Site Observations:

- 750mm Give Way sign provided on each minor arm approach.
- Back-to-back 600mm terminal signs on both sides of the minor arms
- The Balk is in a 1.5m cutting with steep sloping grassed verges with a footway on the western side.
- There are back-to-back direction signs, all mounted on a single post some with blue borders and others mounted on grey backing boards. Have small x-heights and are not clearly visible to drivers approaching on the minor arms.
- 600mm Give Way Ahead sign on the southern minor road approach
- Central hazard warning lines on the minor road approaches extend 5 markings from the junction
- Road surface and lining appeared to be in good condition

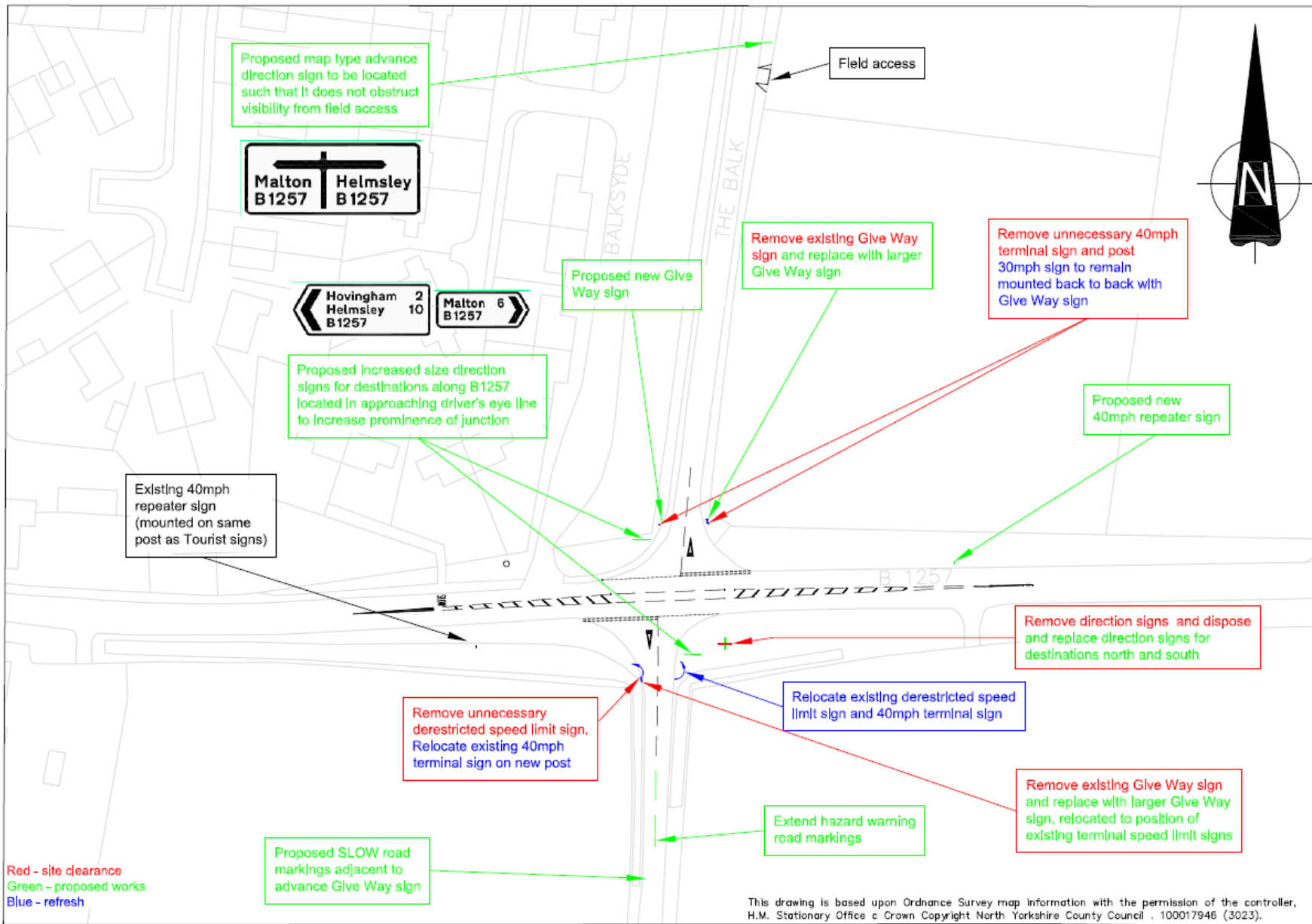
Conclusions

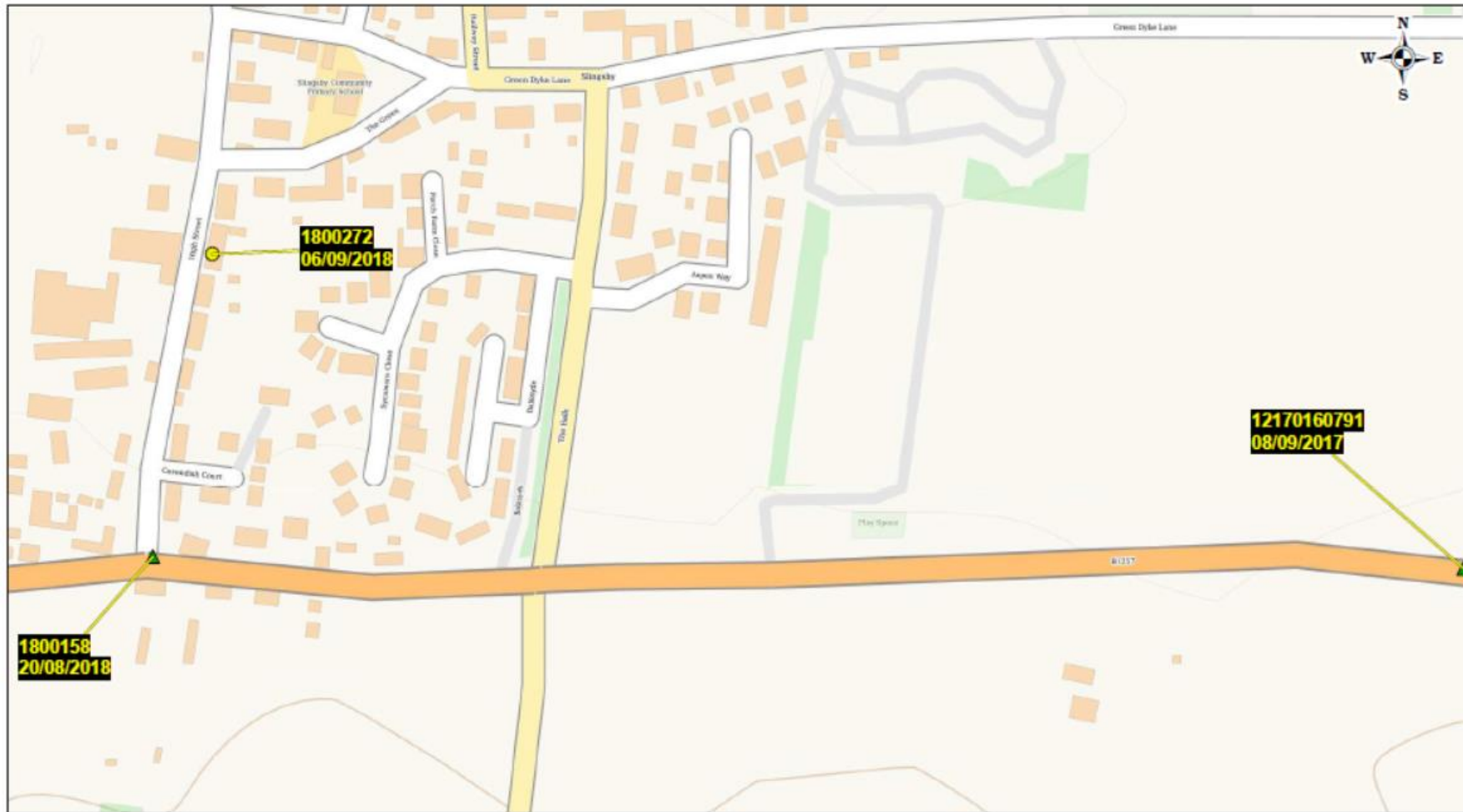
Drivers not anticipating the presence of the junction, due to ineffective signing and/or “see through”.


Recommendations

Improve conspicuousness of the junction by relocating and improving the direction signing, removing unnecessary sign clutter, provision of advance direction sign and extending the hazard warning markings.

- Provide map type advance direction sign on The Balk, between the bus stop and field access. Ensure mounted such that visibility from field access is not compromised.
- Replace existing direction signs for destinations along the B1257 with larger signs, without backing boards (so as not to disguise the shape of the sign), located in an approaching driver’s eye line.
- Reduce sign clutter/distraction from Give Way signs by removing 40mph terminal speed limit signs and provide repeater signs on B1247,
- Replace Give Way signs with larger signs, double up on The Balk and relocate existing terminal signs on the minor road on southern side to increase prominence and aid hedge maintenance.
- Extend hazard warning markings and provide SLOW road markings on the minor road on southern side to emphasise approaching junction.





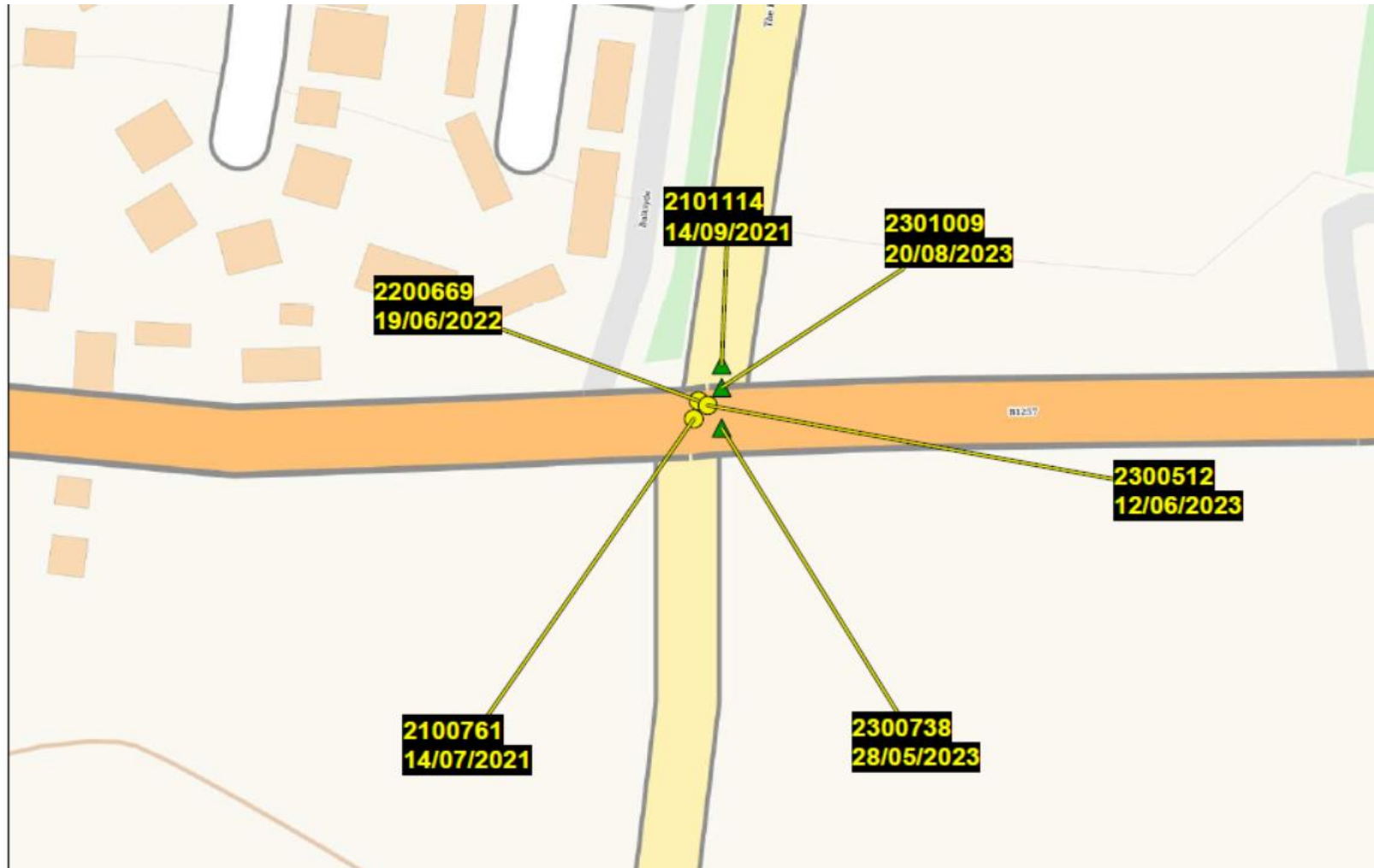
	<p>© Crown Copyright and Database Rights Ordnance Survey Licence No. 100017546 2023</p> <p>The Baulk, Slingsby Aug 2015 - July 2021 Accidents between dates 01/08/2015 and 13/07/2021 Selected using Pre-defined Query :</p>	SCALE	1 : 3170
		DATE	03/11/2023
		DRAWING No.	
		DRAWN BY	

Result:

- Cost of scheme ≈ £4,000
- No collisions recorded at junction in the five years following installation
- 08/09/2017 V1 and V2 travelling east on B1257. V1 alleges to be dazzled by the sun and runs into the rear of V2.
- 28/08/2018 V1 travelling west to east on B1257. V2 travelling east to west and turns into junction of High Street and U turns to face west. V2 exits junction in eastbound direction, V1 collides with side of V2 as it moves out onto Malton Road
- 06/09/2018 Motorcycle making left turn onto High Street loses control due to mud on the road following heavy rain.

And then:

- September 2021 Parish council contacted local highways office to discuss “improvements to signage”. Informed that Give Way sign missing on The Balk, requested road markings at crossroads junction be refreshed. Works Order issued.
- August 2022 further contact with local highways office requesting site meeting regarding concerns over safety at the junction following a collision in June.
- Local highway office enquired with Collision Investigation and Prevention Team if on their ‘radar’ as a location requiring attention. Advised not on current high risk site list, collision data not currently accessible, however HRS scheme installed 2015.
- Parish council requested give way signs with yellow backing boards, SLOW marking on The Balk, direction signs on south side moved back to improve visibility, ‘advance give way sign, ‘count down rumble strips and The Balk changed to a STOP junction.
- June 2023 Member of CIP team met Parish council – proposed to relocate Give Way triangle marking and consider red surfacing at junction.
- July 2023 parish made further requests to the local highways office for SLOW markings and levelling the verge on the south side.
- September 2023 CIP team advised of incoming public liability claim.



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The Balk, Slingsby

Accidents between dates 01/12/2018 and 30/11/2023
 Selected using Pre-defined Query :

SCALE	1 : 1580
DATE	19/12/2023
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Collisions July 2021 – December 2023

- 14/07/2021 Serious Daylight/Dry. V1 eastbound B1257. V2 southbound on the Balk. V2 has missed signs/markings for 'Give Way' at junction and continued to drive into the junction colliding with V1.
- 14/09/2021 Slight Daylight/Raining. V1 on The Balk towards crossroads junction, overshoot junction. V2 saw V1 coming towards, and thought would stop and V1 collided with NSF of V2 (agricultural vehicle)
- 19/06/2022 Serious Daylight/Dry. V1 travelling west on B1257 intends to turn right . V2 (M/C) travelling east. V1 turns across path of V2 causing a collision.
- 28/05/2023 Slight Daylight/Dry. V1 travelling on minor road towards crossroads junction V2 on main road. V1 fails to stop at junction and hits V2 on FNS causing vehicles to spin Contact made ROS V1 RNS V2.
- 12/06/2023 Serious Daylight/Dry. V1 travels southbound on The Balk. V2 travels eastbound on B1257. V1 approaches Give Way for B1257, fails to give way colliding with V2.
- 20/08/2023 Slight Daylight/Dry. V1 travelling south on The Balk. V2 travelling eastbound on B1257. Driver V1's foot slips from brake to accelerator causing V1 to overshoot junction onto B1257 and into path of V2.

Further questions:

- What has changed?.
- What else could be happening?

Public liability claim; poor road signs and warning there is a crossroads



Current situation

Insurance and Risk Management Team suggest it is prudent to consider if the local authority is potentially at risk here on the basis of the type and placing of signage/markings. Is it possible to provide a formal report relating to signage etc.?

There is no specific requirement within the legislation, regulations, design standards or guidance listed below to provide signs or road markings at a junction with a minor road with a 30mph speed limit and a B class road with a 40mph speed limit.

- Section 9 of the Road Traffic Act 1988
- Highways Act 1980
- S122 of the Road Traffic Regulation Act 1984
- Traffic Management Act 2004 Part 2
- Traffic Signs Regulations and General Directions 2016
- Design Manual for Roads and Bridges
- Traffic Signs Manuals

It is for the local highway authority to provide what it deems appropriate to fulfil their duties as laid down in the legislation.

Itinerary of the signs and road markings to do a comparison with the guidance to show that what has been provided is above and beyond the standard design.



Thank you