Summary of main issues

1. A647 Stanningley Bypass is the main commuter’s route between Leeds and Bradford and passes through 4 wards. It is also a Length for Concern with an accident rate some 67% higher than the average for an A classified road. Statistically one third of the accidents on the Bypass involve loss of control, often resulting in collisions with roadside objects causing serious injuries and fatalities.

2. In July 2010, Transport Policy requested a feasibility study to look at introducing additional passive safety measures on the A647. The measures are designed to reduce the severity of injury to drivers/passengers of vehicles that leave the carriageway by introducing additional Road Restraint Systems (RRS), moving street furniture to safer locations, and replacing existing sign posts with passively safe posts.

3. An assessment of accident savings for the entire length of the route estimates an average reduction of the severity of 2 fatal and 2 serious accidents to slight in a five year period.

4. The study concluded that RRS is recommended at 15 locations to reduce the severity of accidents should they occur at these locations. In addition some larger sign posts will need to be replaced with passively safe posts.
Phase 1 of the scheme was approved by the Highways and Transportation Board and implemented in financial year 2011-2012. Phase 1 included installation of RRS at the first 4 locations (A,B,C & D).

This report seeks authority to carry out the consultation, detailed design and implementation of the second phase of the works. Phase 2 will include the next 7 locations (Site E, F, G, H, J K and L) where RRS is recommended.

The report also seeks authority to commence development of the remaining sites and the passive sign posts, to be progressed during 2013/2014 and which will be incorporated in Phase 3.

Recommendations

The Chief Officer (Highways and Transportation) is requested to:

i) note the contents of this report;

ii) give authority to design and implement Phase 2 of the A647 Stanningley Bypass Passive Safety Scheme at a total estimated cost of £240,900.

iii) give authority to incur expenditure of £28,000 staff costs and £212,900 works costs this financial year 2012-2013, fully funded from the LTP Transport Policy Capital Programme.

iv) give authority to develop Phase 3 which incorporates the remaining sites recommended for Road Restraint Systems and sign posts that are potentially required to be made passively safe.

Purpose of this report

To seek authority to carry out the consultation, detailed design and construction of the works for Phase 2 of the A647 Stanningley Bypass Passive Safety Scheme.

To seek authority to incur a total expenditure cost of £240,900 to design, supervise and implement Phase 2.

To seek authority to develop further sites that may be required to complete the scheme as Phase 3.

Background information

The feasibility study covered the length of the A647 Stanningley Bypass from Dawsons corner to Henconner Lane junction.

The A647 Stanningley Bypass is a dual carriageway and is a main commuter route linking Bradford and Leeds. The speed limit varies along its length. Starting from the Bradford side the speed limit is 70mph which then reduces to 60mph along the middle section and then reduces further to 40mph as motorist reaches the end of the A647. Along its length there are several slip roads, laybys, speed cameras, footbridges, bus stops and public rights of way crossing points. The whole length of the central reserve in the 60 and 70mph zones are already
protected with a double sided vehicle road restraint system. The side verges are protected by vehicle road restraint systems in only some locations.

2.6 A survey was carried out of the entire length of the A647 Stanningley Bypass to identify all possible hazards as listed in the design standards (such as, structures, signs, signals, bollards, cabinets, lighting columns, bus shelters etc.).

2.7 15 Sites were identified where RRS is recommended to reduce the potential number of Killed or Seriously Injured (KSI) accidents.

2.8 The ‘Interim Guidance on Provision of Roads Restraint Systems for Local Road’ document (written by LCC Highway’s working group) was used to score the risk and prioritise the sites.

2.9 This scheme was prioritised for LTP Integrated Transport funding across the first two years of LTP3.

3 Main issues

3.1 The extent and proposals of Phase 2 are shown in Drawing no. HDC716298/PHASE2/01 and are;

3.2 **Site E** (Leeds bound carriageway, underneath the Richardshaw Lane Bridge) – Install RRS to prevent collisions with the approaching end of a bridge abutment, a sign post and trees.

3.3 **Site F** (Bradford bound carriageway, underneath the Richardshaw Lane Bridge) – Install RRS to prevent collisions with the approaching end of a bridge abutment and trees.

3.4 **Site G** (Bradford bound carriageway, between the Swinnow Lane bridge and the off-slip to Richardshaw lane) – Install RRS to prevent collisions with the approaching end of a retaining wall, a large sign and trees.

3.5 **Site H** (Leeds bound carriageway, after the Bramley off-slip road and underneath the Swinnow Lane bridge) - Install RRS to prevent collisions with end of a retaining wall, a sign post, a speed camera and concrete stairs.

3.6 **Site J** (Bradford bound carriageway, underneath the Swinnow Lane bridge) - Install RRS to prevent collisions a bridge abutment, a speed camera and a large sign.

3.7 **Site K** (Bradford bound carriageway, between the Ring Road on-slip road and the off-slip road to Swinnow Road bridge) - Installation of RRS to prevent vehicles leaving the carriageway on a right hand bend and colliding with tress, lighting columns, a large sign and a bus shelter

3.8 **Site L** (Bradford bound carriageway, just prior to Hough End Footbridge) - Installation of RRS to prevent collisions with a speed camera and a footbridge.

4 Corporate Considerations
4.1 Consultation and Engagement

4.1.1 A Stage 1/2 Safety Audit has been carried out by the Transport Policy Road Casualty Reduction Team and no safety related problems were raised.

4.1.2 Ward Members of Pudsey, Calverley & Farsley, Armley and Farnley & Wortley were consulted on 28 June 2012. To date there has been one response from a Ward Member of Armley Ward with no objections.

4.1.3 Following a meeting held with Network Management it was agreed to carry out the works during the off-peak periods and to continually monitor the situation and be prepared to review working arrangements should unacceptable disruption to the network be caused. It should be noted that if the need to change working times to night working is necessary, the works costs could be increased by up to 75 percent. As a consequence the number of sites delivered under this phase of works will have to be reduced, unless additional funding is available.

4.1.4 The wider internal consultees were consulted on 28/06/12. To date there has been 5 responses, none of which objected to the proposals.

4.1.5 The emergency services were consulted on 28/06/12. To date the police have responded with no objections.

4.1.6 A site visit at Site K was carried out 27/06/12 with Metro. The bus shelter in this site requires relocating further back from the kerb to allow the proposed vehicle barrier system to run in front, preventing any collision. Metro agreed that there will be no detriment to sight lines therefore have no objections.

4.1.7 A summary of all responses to the consultation can be found in the background documents.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 An equality, diversity, cohesion and integration screening has been carried out but no implications have been identified.

4.2.2 The key findings are:

- Positive – all user groups will benefit from having a safer area to wait for a bus at the bus shelter on the A647 Stanningley Bypass (Bradford bound) just prior to the Swinnow Road off slip road.

- Positive - all user groups will benefit, especially those with mobility issues and carers supporting wheelchairs and pushchairs when the bus shelter is moved further back (by 600mm) from the kerbline as they will have more space when alighting from the bus in comparison to what they have at the moment.

- Positive – all user groups travelling on the A647 Stanningley Bypass will benefit from a safer environment when the new vehicle barrier systems are installed to prevent accidents with roadside hazards.
Negative – there are no negative implications for implementing this scheme.

4.3 Council policies and City Priorities

4.3.1 The scheme meets item 18 of the Local Transport Plan to improve safety and security to minimise transport casualties.

4.4 Resources and value for money

4.4.1 The total estimated cost of the scheme is £240,900, comprising £212,900 Works costs, and £28,000 Staff costs.

4.4.2 The scheme will be fully funded from the LTP Transport Policy Capital Programme.

4.4.3 The design and supervision of the works can be carried out within the existing staff resources.

4.5 Capital Funding and Cash Flow

4.6 Legal Implications, Access to Information and Call In

4.6.1 There are no legal implications arising from this proposal
4.6.2 The works are exempt from call in as the spend is below £250k and the proposals do not have a significant affect on communities living or working in 2 or more wards.

4.7 Risk Management

4.7.1 Should the scheme not progress, then the risk or likelihood of KSI accidents will still exist to drivers/passengers of vehicles that leave the carriageway in the vicinity of the proposed road restraint systems.

5 Conclusions

5.1 The scheme aims to reduce the number of KSI accidents on the A647 Stanningley Bypass.

6 Recommendations

6.1 The Chief Officer (Highways and Transportation) is requested to:
   i) note the contents of this report;
   ii) give authority to design and implement Phase 2 of the A647 Stanningley Bypass Passive Safety Scheme at a total estimated cost of £240,900;
   iii) give authority to incur expenditure of £28,000 staff costs and £212,900 works costs this financial year 2012-2013, fully funded from the LTP Transport Policy Capital Programme; and
   iv) give authority to develop Phase 3 which incorporates the remaining sites recommended for Road Restraint Systems and sign posts that are potentially required to be made passively safe.

7 Background documents

7.1 Drawing number HDC/716298/PHASE2/01
7.2 Drawing number HDC/257125/SITE/EF
7.3 Drawing number HDC/257125/SITE/G
7.4 Drawing number HDC/257125/SITE/HJ(a)
7.5 Drawing number HDC/257125/SITE/KL
7.6 Consultation Summary
7.7 Equality, Diversity, Cohesion and Integration Screening

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1 The background documents listed in this section are available for inspection on request for a period of four years following the date of the relevant meeting. Accordingly this list does not include documents containing exempt or confidential information, or any published works. Requests to inspect any background documents should be submitted to the report author.

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