

21 SEP 2018



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Contact: Nicholas Hunt
Tel:
Email: [REDACTED]
Case reference:
Date: 26th June 2018

Dear Mr McLoughlin,

- 346316 JBRED Inq 6.6.18

RE: Inquest touching the Death of Carole Metcalfe (deceased) [REDACTED]

I refer to your letter dated 7th June 2018 in regards to the above sad incident.

I have been requested to investigate your concern relating to the measures required to protect pedestrian when crossing the A63 Selby Road in the vicinity of the low security psychiatric unit (Waterloo Manor Hospital).

I visited the location on the 21st June 2018 to undertake an onsite visual assessment.

The A63 Selby Road at this location is a dual carriageway, 'A' classified principal route which is governed by a speed limit of 50mph. There is a system of street lighting along its route and the condition of the carriageway is good.

On the day of my visit I observed that there was already an existing informal pedestrian crossing across both directions of the dual carriageway which I concluded was introduced to access the bus stops on either side of the A63 Selby. These bus stops in my opinion appear to have been provided to offer a public transport service to the Waterloo Manor Hospital itself. These informal pedestrian crossing points provide a safe location to cross the A63 Selby Road from Waterloo Manor Hospital, across the central grassed reservation and onto the pavement on the opposing side.

These crossing points have tactile paving provided to assist and guide our blind/ partially sighted road users where to cross safely. The location of the crossing points are located on the straight section of the A63 Selby Road, which offers the greatest forward visibility from both directions, not only for pedestrians but also for the approaching drivers. (See Appendix A – Photographs 1 to 4).

Onsite observations identified that there were gaps within the traffic to safely cross this road, even for our most vulnerable road users. A further site visit was conducted during the morning and evening peak periods (08:30 to 09:30 and 16:00 to 17:00hrs) on the 25th June 2018 to see if this observation changed. I found that whilst the waiting time to cross was marginally greater, I had good opportunity and gaps within the oncoming traffic to safely cross this road.

In addition to the provision of dropped kerbs and tactile paving to assist pedestrians to cross the A63 Selby Road, there is also present on site highly visible advanced warning signs from both directions.



These signs are very prominent and give advanced warning to approaching drivers of the potential risk of 'pedestrians in the road ahead'. These are also placed on yellow backing boards to highlight and emphasize the message to approaching drivers. (See Appendix A – Photographs 5 and 6).

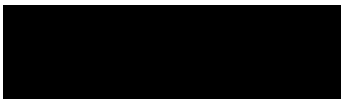
I have as part of this investigation assessed the site for a formal pedestrian crossing based on the national assessment criteria based the LTN 1/95 "The assessment of pedestrian crossings". This assessment process considered the site characteristics, vehicular and pedestrian usage, forward visibility, road environment, speed of road and previous road safety history. My conclusion after this review was that informal measures which have already been provided are the most appropriate provision for this location.

As part of this investigation I have also reviewed the Police injury collisions data for this location from 2010. This has identified that there has only been one recorded pedestrian injury collision in this period which is the sad incident this report refers to. There were two other recorded injury collisions, both resulted in an injury collision rating of slight and one was attributed to debris on the highway and poor driver maneuvering for the second.

In light of the above findings I am unable to offer any further highway intervention to assist pedestrians to across this section of the A63 Selby Road from an engineering perspective. However, if the Coroner feels it would be beneficial I will ask my colleagues from our Influencing Travel Behaviour Team (Road Safety) to visit Waterloo Manor Hospital to offer some road safety advice and crossing training.

I am sorry I cannot be more positive to this request but trust the above explains my reasoning.

Yours Sincerely,



Traffic Engineering Manager