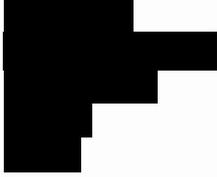


Our Ref:



9<sup>th</sup> October 2019



[www.calderdale.gov.uk](http://www.calderdale.gov.uk)

## Regeneration and Strategy

Mr O R Longstaff  
Assistant Coroner, West Yorkshire - Western  
Coroners Office  
The City Courts  
Bradford  
BD1 1LA

Mulcture House  
Mulcture Hall Road  
HALIFAX  
HX1 1SP

Dear Mr Longstaff,

### Re: Prevention of Future Deaths Report - 3283-2016

I write on behalf of Calderdale Council Highways in response to the above report which was issued on 26<sup>th</sup> July 2019 but which was only received by this department on 7<sup>th</sup> October 2019.

The report concerns a fatal road traffic collision that occurred at the junction of Carr House Road and Cooper Lane, Shelf on 20<sup>th</sup> December 2016. 1 note from your report that neither the junction layout nor the condition of the highway were found to be contributory factors in this collision.

Nevertheless you have raised concerns with regard to the number of road traffic collisions that have occurred in recent years at this junction and at the adjacent junction of Carr House Lane and Cooper Lane. You also refer to concerns about the safety of these junctions as expressed by local residents and safety campaigners.

Calderdale Council takes its road safety duties very seriously. The Council regularly reviews records of road traffic collisions across the highway network as provided through the STATS19 process which records all injury accidents reported to the police. These records help to shape the Council's annual road safety engineering programme.

Whilst the two junctions that are the subject of this report are immediately adjacent our records show that they have significantly different collision records. The junction of Carr House Road and Cooper Lane is a priority give way T-junction. Over the 5-year period between 2014 and 2018 inclusive this junction has seen 3 reported injury collisions including the fatal collision which is the subject of your report. The other collisions recorded are as follows:

- 2014-1 serious injury resulting from the collision between a motorcycle and a right-turning van;



INVESTOR IN PEOPLE



Assistant Director Strategic Infrastructure



- 2015 - 1 slight injury resulting from the collision between a bicycle and a right-turning car.

To date there are no recorded collisions during 2019. Having reviewed the circumstances set out within the records Calderdale Council Highways have concluded that the layout of the junction is not a contributory factor in these collisions and therefore no further action is planned.

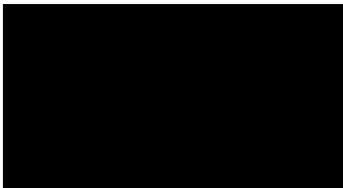
The adjacent junction of Carr House Lane and Cooper Lane is a mini-roundabout. Over the same time period this has seen a significantly higher level of 12 reported injury collisions of which 2 were serious and 10 slight. All 12 collisions involved vehicles entering the roundabout and colliding with circulating traffic. The number of incidents peaked during 2017 with a total of 6 recorded injury collisions.

Following a review of this junction a revised package of signing and lining was implemented during financial year 2017/18. This includes more robust, textured lining and rumble strips on each arm with the aim of ensuring that drivers approach at a safe speed and give way to vehicles already on the roundabout.

The number of reported injury collisions at this junction reduced to 2 slight injuries during 2018 which suggests that the intervention has had some impact. However we are aware that there continue to be incidents at this location and as a result a project brief was issued in May this year (attached) with a view to implementing an improvement scheme as part of the Council's Local Transport Plan programme for 2020/21. Whilst our previous review was limited to the immediate extents of the junction within the highway boundary this new review will consider whether there is a need for additional land to be taken from neighbouring properties and will also consider potential changes to traffic flows across a wider area.

At present I am unable to anticipate the outcome of this review or give any further certainty as to when any resulting improvement scheme would be implemented.

Yours sincerely



Transport Policy and Strategy Manager

**LTP INTEGRATED TRANSPORT CAPITAL PROGRAMME  
PROJECT BRIEF**

<b>Scheme Title:</b>	Cooper Lane/ Carr House Lane roundabout		
<b>Finance Code:</b>	[REDACTED]		
<b>Client:</b>	Transport Strategy Team		
<b>Author:</b>	[REDACTED]		
<b>Date:</b>	30 <sup>th</sup> May 2019	<b>Release:</b>	Final

### 1. Background Information/ Issues

Complaints have been received from the public and the MP for Halifax following a succession of RTCs at this junction. The junction has repeatedly featured in the top ten KSI sites for concern and was treated with a robust signing and lining package during 2017/18. Whilst the level of reported RTCs has fallen complaints continue to be received about the operation of the mini-roundabout. The general themes of the complaints are:

- Failure to give way, particularly by vehicles entering the roundabout in a westbound direction from Carr House Lane;
- Speed of approach, particularly relevant to vehicles approaching southbound along Cooper Lane;
- Poor facilities for pedestrians due to the speed and volume of traffic movements.

Projects Team are requested to carry out a comprehensive review of this junction in order to identify any potential improvements. The review should consider a full range of options including;

- Traffic calming on all approaches;
- Potential conversion from the existing mini-roundabout arrangement;
- Potential banning of vehicle movements;
- Creation of formal pedestrian crossing points;
- Potential land-take.

### 2. Liaison / Consultation Required

Liaise with Road Safety Officer with regard to site data and other background information. Draft designs need to be discussed with Transport Strategy Team prior to wider consultation.

Consultation with ward members, stakeholders and local communities on any schemes taken forward should follow standard highways procedures.

# LTP INTEGRATED TRANSPORT CAPITAL PROGRAMME

## PROJECT BRIEF

### 3. Finance and Resources

This scheme forms an element of the Safe Healthy Streets programme area of Calderdale's 2019/20 LTP Integrated Transport Capital Programme which carries a nominal allocation of £365,000.

Costs, including staff fees, should be charged to financial ledger code

██████████

### 4. Scope of Work

The Projects Team are required to:

- a) Review the issues and evidence and identify any additional monitoring required - to be commissioned by Transport Strategy Team;
- b) Carry out site investigations / topographical surveys as required;
- c) Develop preliminary design options and budget estimates;
- d) Undertake/ assist with full consultation in accordance with the Council's agreed procedures;
- e) Prepare detailed designs and derive full scheme costs;
- f) Prepare and issue contracts and manage the supervision of contractors' work and commissioning of the scheme.

### 5. Delivery timetable and milestones

Development of preferred scheme option by end March 2020 latest for delivery during 2020/21 financial year. A detailed project plan including milestones must be agreed with the Transport Strategy Team by **30 June 2019**.

### 6. Project Controls and Reporting

Preliminary design options and budget estimates to be discussed/ agreed with Transport Strategy Team prior to consultation.

Detailed full scheme costs to be returned on agreement of final design.

Progress reports to be supplied at monthly Programme Progress meetings as a minimum. Additional meetings/ discussion with Transport Strategy Team as and when required.