ANNEX C

Table 1 Analysis of junctions and potential mitigation measures							
Location	**Accident Record (Jan 2006 – Feb 2009) and other supporting data**	**Vehicular Access Difficulties**	**Potential Measures**	**Feasibility cost estimate £thousands**	**Principal Benefits**	**Other Benefits/Disbenefits**	**Value for Money**
B1363 / Mill Lane, Wigginton (Annex C1)	• 4 **accidents** • 7 **casualties** (3 of which serious) • Main **cause** vehicles turning in/out of Mill Lane colliding with vehicles travelling in opposite direction on B1363 (derestricted) • **Change to mean speeds** • **Traffic flows**-per day ⇒ B1363 – 5,594 ⇒ Right turns off B1363 – 2572 ⇒ Right turn out of Mill Lane - 1544	• High traffic flows and speeds on B1363 hampers traffic turning out right from Mill Lane in turn blocking left turns out. • B1363 derestricted (60 speed limit	• Introduce 40mph speed limit at approaches and through B1363 junctions with Mill Lane and Corban Lane.	20	• Slower traffic speeds will reduce vehicle collisions and may make it easier for pedestrians to cross to/from outbound bus stop.	• Police may have difficulties justifying and enforcing 40mph speed limit as sole measure.	☑☑☑
			• Traffic signals at B1363/Mill lane.	195	• Vehicle collisions reduced. • Pedestrian phase at signals will ease access to/from outbound bus stop.	• Delays to traffic on B1363	☑
			• Two above combined	215	• As above	• Easier for police to justify speed limit and more likely to be self enforcing due to presence of traffic signals	☑☑
			• As above with traffic signals and localised widening of B1363 and/or Mill Lane at the junction	260	• As above	• More capacity exiting Mill Lane.	☑
			• Widen Mill Lane only	50	• More capacity exiting Mill Lane, but doesn't address safety issues.	• None	☑☑
			• Improve lighting	50	• Reduces 'Dark'accidents	• Doesn't improve accessibility	☑

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Location	**Accident Record (Jan 2006 – Feb 2009) and other supporting data**	**Vehicular Access Difficulties**	**Potential Measures**	**Feasibility cost estimate £thousands**	**Principal Benefits**	**Other Benefits/Disbenefits**	**Value for Money**
Strensall Road / Towthorpe Road / Towthorpe Moor Lane (Annex C2)	• 6 **accidents** • 10 **casualties** (all slight) • Main **cause** vehicles turning in/out of Mill Lane colliding with vehicles travelling on Strensall Road (derestricted). • **Change to mean speeds** • **Traffic flows**-per day ⇒ Strensall Road – 9,415 ⇒ Across Strensall Road between side roads – 1097 ⇒ Right turns off Strensall Road – 822 ⇒ Right turn out of side roads - 819	• Strensall Road derestricted (60mph speed limit) • Traffic flows and speeds on Strensall Road hampers traffic turning out right from Towthorpe Moor lane in turn blocking left turns out	• Locally widen Strensall Road to provide right turn into Towthorpe Moor Lane and a refuge island.	60	• Pedestrian crossing facility on Strensall Road will ease access to/from bus stops	• Refuge island will act as traffic calming on approach into Strensall. • Easing movements across Strensall Road may induce more journeys between Haxby and the A64	☑☑
			• Extend 40mph speed limit on Strensall Road to south of junctions with Towthorpe Road and Towthorpe Moor Lane.	11	• Slower traffic speeds may make it easier for traffic to turn in/out of side roads and easier for pedestrians to cross to/from bus stops.		☑☑☑
			• Extend 40mph speed limit on Strensall Road to south of Strensall Park bus stops.	11	• Easier for pedestrians to cross to/from bus stops.		☑☑☑
			• Locally widen Strensall Road to provide pedestrian refuge island crossing point at Strensall Park	As top + 50 (also might obtain £30,000 contribution from Strensall Camp)	• Refuge island will act as traffic calming on approach into Strensall		☑☑

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Location	**Accident Record (Jan 2006 – Feb 2009) and other supporting data**	**Vehicular Access Difficulties**	**Potential Measures**	**Feasibility cost estimate £thousands**	**Principal Benefits**	**Other Benefits/Disbenefits**	**Value for Money**
A64 / Towthorpe Moor Lane / Hazelbush Lane/Common Lane (Stockton on the Forest) (Annex C3)	• 16 **accidents** • 26 **casualties** (6 serious) • Main **cause** vehicles turning in/out of side roads colliding with vehicles travelling on A64 (derestricted). • The number of injury accidents at this junction is indicative of the many potential conflict manoeuvres due to vehicles crossing or turning at the junction. • **Traffic flows**-per day ⇒ A64 – 18,183 ⇒ Across A64 between side roads – 393 ⇒ Right turns off A64 – 797 ⇒ Right turn out of side roads - 386	• A64 derestricted (60mph speed limit) • High traffic flows and speeds on A64 hampers traffic turning out right from side roads, and in particular hampers traffic turning out right from Hazelbush Lane in turn blocking left turns out. • Unusual roadside feature may be distracting drivers	• Stagger junction (HA Option 1). Left / right stagger by realigning Towthorpe lane further south may be more suitable.	1,600 (2005 HA report)	• Allows side road to side road movements across A64 to be accomplished in two stages.	• Small footprint with least environmental impact • Does not deal with all traffic movements • Disruption and delays during construction • No significant improvement for pedestrians crossing the A64	☑
			• Roundabout.	2,600 (2005 HA report)	• Removes major/minor road conflicts	• Small footprint with less environmental impact than an over bridge	☑
			• A64 over bridge to the south of the existing cross roads.	4,300 (2005 HA report)	• Separates all traffic movements • Improvements for crossing the A64	• Moderate footprint but bridge environmental impact • Safer pedestrian crossing provision, but longer route	☑
			• A64 over bridge with realigned of side roads.	6,250 (2005 HA report)	• Safer crossing provision, but longer route	• Larger footprint and negative environmental impact.	☑
			• Screening of telecommunications mast or replace mast .	Not highway authority's responsibility	Removes distraction to drivers	• **Any improvements may induce more traffic between Haxby and A64.** • **Potential for HA to improve signing etc. as part of carriageway renewal works.**	

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Location	**Accident Record (Jan 2006 – Feb 2009) and other supporting data**	**Vehicular Access Difficulties**	**Potential Measures**	**Feasibility cost estimate £thousands**	**Principal Benefits**	**Other Benefits/Disbenefits**	**Value for Money**
A64 / Barr Lane (Annex C4)	• 2 **accidents** • 3 **casualties** (all slight) • Main **cause** vehicle shunt in queuing traffic on A64	• A64 derestricted (60mph speed limit) • High traffic flows and speeds on A64 hampers traffic turning out right from Barr Lane and in right off A64.	• Restrict Barr Lane to 'one way' so that traffic only turns off A64 into Barr Lanei.e. removes right turn out across two lanes of opposing traffic..	20	• Likely to improve safety record at junction	• Not advisable unless done in conjunction with improvements at A64 / Hazelbush Lane junction to make the right turn out of Hazelbush Lane safer and easier.	☑☑☑
A64 / North Lane	• 5 **accidents** • 10 **casualties** (2 serious) • Main **cause** vehicles turning in/out of North Lane colliding with vehicles travelling on A64 (derestricted).	• A64 derestricted (60mph speed limit) • High traffic flows and speeds on A64 hampers traffic turning out right from North Lane and right in from A64. • ·Conspicuity of North Lane 'Give Way' onto A64 and visibility splays	• Review conspicuity of North Lane 'Give Way' onto A64 and visibility splays • Restriction of traffic flows along North Lane • Closure of North Lane to through traffic	50	• Likely to improve safety record at junction • Reduced traffic flows may make access safer and easier As above	• Part responsibility of Highways Agency so opportunity to improve A64 signage etc. • Possible inconvenience for local residents. • Increased traffic using Hopgrove roundabout, therefore, recommend await impacts of completion of Hopgrove roundabout improvements on traffic levels in North Lane before any further action taken. • As above	☑☑

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Location	**Accident Record (Jan 2006 – Feb 2009) and other supporting data**	**Vehicular Access Difficulties**	**Potential Measures**	**Feasibility cost estimate £thousands**	**Principal Benefits**	**Other Benefits/Disbenefits**	**Value for Money**
A166 Stamford Bridge Road / Church Balk (Annex C6)	• 6 **accidents** • 8 **casualties** (**1 fatal**) • Main **cause** vehicles overtaking on A166 in collision with vehicles turning in/out of Church Balk • **Traffic flows**-per day ⇒ A166 – 10,483 ⇒ Right turns off A166 – 939 ⇒ Right turn out of Church Balk - 624	• A166 derestricted (60mph speed limit) • Traffic flows and speeds on A166 hampers traffic turning in/out of Church Balk.	• Install traffic islands on A166 within existing right turn lane hatched road marking. • Introduce 40mph speed limit on approaches and through A166 junctions with Church Balk • Install traffic signals at A166/Church Balk	22 20 175	• Addresses main accident issue Refuge island crossing point facility not required • ·Easier for police to justify speed limit and more likely to be self enforcing due to presence of traffic signal	• None • Police may have difficulties justifying and enforcing 40mph speed limit as sole measure. • Delays for A166 traffic	☑☑☑ ☑☑ ☑
A1079 / Common Road, Dunnington (Annex C7)	• 1 **accidents** • 1 **casualties** (serious) • Main **cause** vehicles turning out of vehicle access colliding with vehicles on A1079 (previously derestricted - now 40mph)	• A1079 now 40mph but high traffic flows and speeds on A1079 hampers traffic turning in/out from side roads.	• Install traffic signals at A1079/Common Road • As above with localised widening of A1079 to provide left turn and extended right turn into Common Road and/or widen Common Lane to provide two lane exit..	245 350	• Reduced side road delays. • Improved safety • Easier access in/out of Common Road may reduce volume of traffic travelling through Dunnington to access York Road signals.	• Traffic signals would generate additional peak time traffic queues and delays on A1079 • Access problems for adjacent premises • Would require potentially expensive utility diversions	☑ ☑

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Location	**Accident Record (Jan 2006 – Feb 2009) and other supporting data**	**Vehicular Access Difficulties**	**Potential Measures**	**Feasibility cost estimate £thousands**	**Principal Benefits**	**Other Benefits/Disbenefits**	**Value for Money**
A1079 / Common Road, Dunnington (contd.)	• ·Mean **speeds** on A1079 Westbound – 45 mph Eastbound – 41mph • **Traffic flows**-per day ⇒ A1079 – 16,295 ⇒ Across A1079 between side roads – 258 ⇒ Right turns·off A1079 – 722	• Weight restriction on Common Road means HGV etc have to use A1079 junction to access Common Road industrial estate • Additional traffic flows through Dunnington to rejoin A1079 at York Road signals	• Locally widen A1079 to provide refuge island crossing point at bus stop west of Common Lane.	95	• Increased capacity turning into Common Road • improved junction capacity with reduced delays • Pedestrian crossing facility on A1079 will ease access to/from bus stop	• Would require potentially expensive utility diversions	☑☑
A19 / Main Street, Deighton (Annex C8)	• 2 accidents • 2 casualties (all slight) • Main cause vehicles collisions on A19	• A19 derestricted (60mph speed limit) • High traffic flows and speeds on A19 hampers traffic turning out right from Main Street. • Main Street junction is on the inside of a bend which restricts visibility.	• Locally widen A19 to provide refuge island crossing point at bus stop south of Main Street junction, and right turn lane into Main Street, Deighton.	275 (potential £100,000 saving if harmonised with planned A19 major maintenance	• Pedestrian crossing facility on A19 will ease access to/from bus stop	• ·Does not deal with difficulty when turning right out of Main Street across two lanes of traffic on A19	☑ (☑☑)