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**Decision Session - Cabinet Member for  
Transport, Planning and Sustainability**

**12 July 2013**

Report of the Director of City and Environmental Services

**A19 CLIFTON / BURTON STONE LANE JUNCTION – LOCAL SAFETY  
SCHEME**

**Summary**

1. Safer roads are a key contributor to improving movement around the city and encouraging more sustainable travel such as cycling. The local safety scheme programme uses accident data to target locations with the highest number of recorded injury accidents with a view to making changes to improve road safety. The A19 Clifton / Burton Stone Lane junction has been identified as an accident cluster site, and a scheme has been developed to address the types of accidents that are occurring, by realigning the junction to improve visibility. The proposal has been received favourably during consultation.

**Background**

2. The A19 Clifton is a major road linking Thirsk, Rawcliffe Bar park and ride and the A1237 with the city centre. Burton Stone Lane is a busy distributor road being one of the main routes into the Clifton area.
3. Every year, the latest police injury accident data for the Council area is analysed to identify any clusters or patterns, with a view to introducing highway safety measures to improve road safety at key locations. The A19 Clifton junction with Burton Stone Lane has been identified as an accident cluster site with five injury accidents in the last three years.
4. All of these accidents involved a vehicle pulling out of Burton Stone Lane. Three were very similar with a right turning vehicle colliding with another heading south-east on the A19. Two of the accidents involved cyclists. This suggests that poor visibility when pulling out of the junction is the main issue, and site observations concur with this

theory. Visibility to the left is good, but to the right it is restricted by adjacent buildings and the curvature of the road.

### **Proposals**

5. A scheme has been developed to improve visibility at the junction as shown in **Annex A**.
6. It is proposed to realign the junction by building out the existing cobbles on the south east side and modifying the lining to bring forward the give way line by 1 metre. Road markings on the A19 Clifton would be adjusted to suit, and the opportunity taken to increase the width of the existing cycle lanes.

### **Consultation**

7. Consultation has taken place with relevant Councillors, the emergency services, road user groups, and properties close to the proposals. The responses are summarised below:

### **Ward Member Views**

8. Cllrs. Douglas, King and Scott support the scheme, subject to a favourable outcome to the public consultation.

### **Other Member Views**

9. Cllr. D'Agorne – queried if it would be preferable to have an additional cobbled area rather than a small area of hatching road markings. Cobbles would be less susceptible to wear whilst still allowing over-run by large vehicles. In addition, what is the width of the existing and proposed cycle lanes?

### *Officer comments*

The existing cobbles are quite pronounced and not designed to be over-run, so it would risk loosening the cobbles, and also generate a rumbling noise which could affect nearby properties. It is also possible that drivers of large vehicles would choose not to over-run the cobbles and swing out over the centreline of the road into opposing traffic.

The cycle lane widths are currently around 1.1m wide. The cycle lane on the west side would be increased to 1.5m at the widest end to 1.4m at the narrowest, and on the east side 1.5m at the widest end to 1.3m at the narrowest. This is adjacent to cobbles rather than an upright kerb so is less confined. This would leave a minimum traffic lane width

of 2.65m, which is considered to be the minimum appropriate safe width for this type of road.

10. Cllr. J. Galvin – supports the proposals.
11. Cllr. A. Reid – supports the proposals.

### **Emergency Service Views**

12. North Yorkshire Police's Traffic Management Officer has no comments on the proposals.
13. North Yorkshire Fire and Rescue and North Yorkshire Ambulance Service – no response received.

**Road User Group Views** – no response received.

### **Local Community Views**

14. The 20 nearest properties received a letter and a plan describing the proposals. No responses were received.

### **Options**

15. The Cabinet Member has three options to consider:

Option One – approve the scheme as shown in **Annex A** to address a pattern shown in the accident data;

Option Two – approve the scheme as shown in **Annex A**, amended as considered necessary;

Option Three – note the contents of the report, but take no further action.

### **Analysis of Options**

16. This junction has been identified as an accident cluster site, with incidents primarily involving a vehicle pulling out of Burton Stone Lane colliding with another vehicle suggesting that restricted visibility is the main contributory factor. A scheme which realigns the junction to maximise visibility should help alleviate this situation, thereby reducing the number and severity of accidents. Consultation has shown support for the proposals with only minor issues raised. As a result, option one to approve the scheme as shown in **Annex A** is the

preferred course of action, and option two to approve an amended scheme is not considered necessary. Option three to take no action would not address the accident problem and is not recommended.

### **Council Plan**

17. The potential benefits for the priorities in the Council Plan are:
18. Get York moving – Improved junctions and cycle facilities help provide safer and effective movement around the City.
19. Protect vulnerable people – A safer highway environment would benefit the local community.

### **Implications**

20. This report has the following implications:
21. **Financial** – The scheme (which was carried over from 2012/13) is included in the Safety Scheme block of the Transport Capital Programme for 2013/14 and is estimated to cost in the region of £8,000 including fees, less than the £14,000 initially budgeted for.
22. **Human Resources** – None.
23. **Equalities** – None.
24. **Legal** – The City of York Council, as Highways Authority of the area, has powers under the Highways Act 1980 and associated Road Traffic Regulations Act 1984 to implement the measures proposed.
25. **Crime and Disorder** – None.
26. **Information Technology** - None.
27. **Land** – None.
28. **Other** – None.

### **Risk Management**

29. In compliance with the Council's risk management strategy, no risks associated with the recommendations in this report have been identified.

## Recommendations

30. That the Cabinet Member approves the implementation of the proposed highway improvements shown in **Annex A**.

Reason: To improve road safety, and reduce the number and severity of collisions.

## Contact Details

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**Report  
Approved**



**Date** 14 June 2013

## Specialist Implications Officer(s)

There are no specialist implications.

**Wards Affected:** Clifton

**All**

**For further information please contact the author of the report.**

## Background Papers

None.

## Annexes

Annex A A19 Clifton / Burton Stone Lane – Local Safety Scheme