

A59 Kex Gill Diversion Scheme

Options Assessment Report

APPENDIX 1 – Accident Cluster Analysis

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Prepared for:



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1 Accident Cluster Analysis

1.1 Introduction

An accident cluster analysis has been undertaken in order to identify any specific locations of accident clusters and to attempt to identify if there is a prevailing cause associated with them. The criteria applied, in order to identify accident clusters along the route is:

- Four accidents occurring within 100m of each other over a period of three years¹.

Using the above methodology a total of three accident clusters have been identified within the study area, see Figure 1 and Table 1.

Figure 1 – Accident Cluster Locations

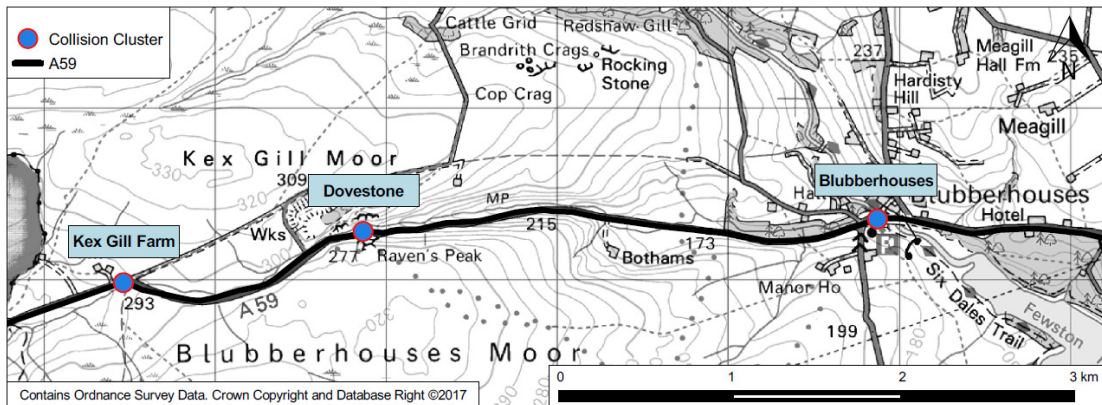


Table 1 – Accident Cluster Collisions and Fatal Accident Sites

Cluster Site	Slight	Serious	Fatal	Total
Kex Gill Farm	3	3	0	6
Dovestone	3	1	0	4
Blubberhouses	6	0	1	7
Total	12	4	1	17

The following paragraphs consider each accident cluster in more detail.

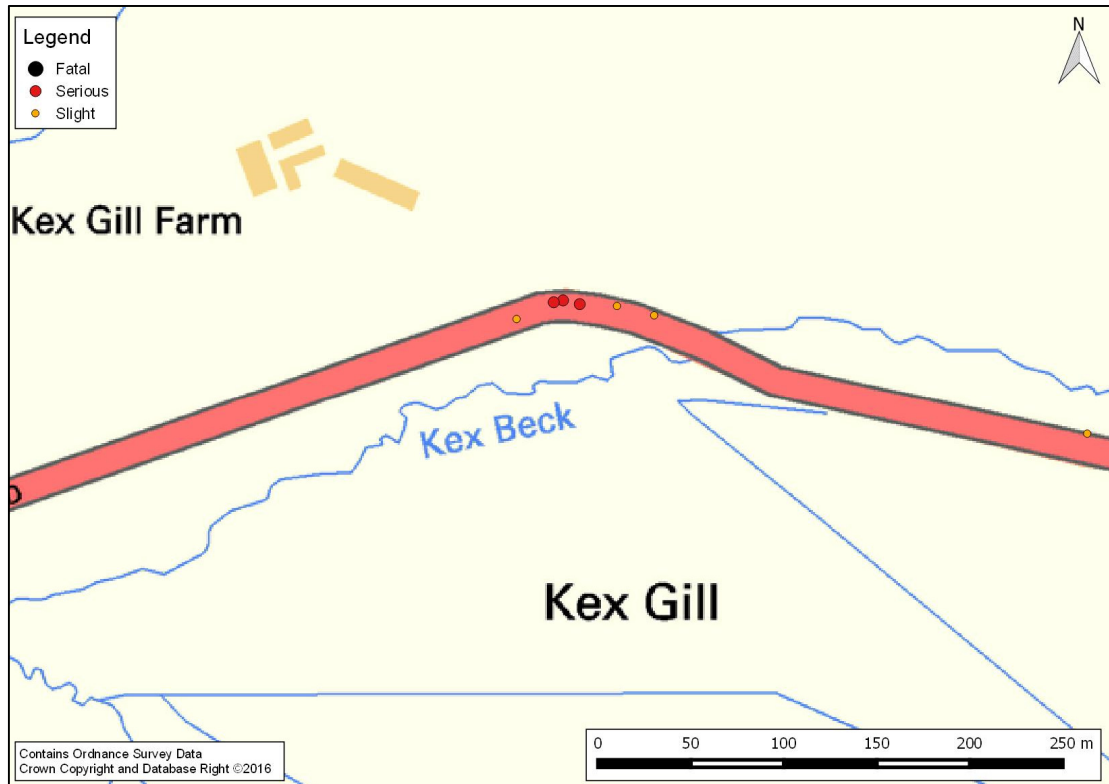
1.2 Kex Gill Farm Cluster

There was a total of six collisions in the cluster on the bend on the A59 next to Kex Gill Farm (see Figure 2). Three of the collisions caused serious injuries with the

¹ Some clusters are elongated to include collisions beyond a 100m radius from the centre of the cluster, where the outlying collision is within 100m of its nearest neighbour and where this approach is considered suitable in terms of the similarity of the road character i.e. long straight sections; large junctions; or a series of bends close together

remainder causing slight injuries. All of the collisions occurred as a result of the driver losing control of their vehicle on the bend. In two cases the road surface was compromised by flooding or snowfall.

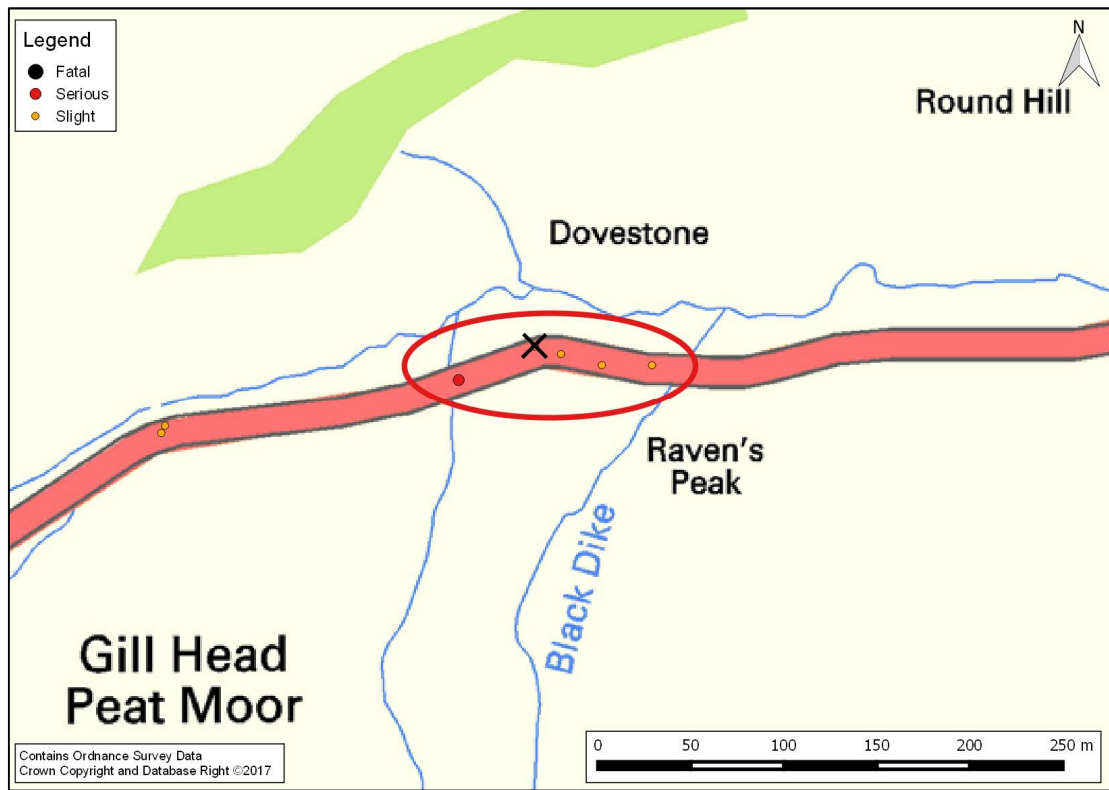
Figure 2 – Kex Gill Farm Collisions



1.3 Dovestone Cluster

There were four collisions at the Dovestone cluster site (see Figure 3) one of which resulted in serious injuries to a motorcyclist heading east who veered to the nearside of the carriageway and struck a large boulder in the road, possibly due to illness. The rest of the collisions resulted in slight injuries. The prevailing reason for the collisions was vehicles failing to negotiate the bend, with travelling too fast for the conditions a contributing factor in two collisions. Two accident reports stated that large stones were in the carriageway.

Figure 3 – Dovestone Collisions



1.4 Blubberhouses Cluster

A total of seven collisions occurred over the stretch of the A59 at the Blubberhouses cluster site (see Figure 4), this included one collision that resulted in fatal injuries when a vehicle attempted to overtake on a blind bend and became involved in a head-on collision with a vehicle travelling in the opposite direction. The remaining slight collisions were predominantly caused by either drivers failing to stop in time when approaching stationary traffic, or vehicles failing to look properly whilst entering the A59 from side roads. One collision occurred as a result of a tyre blow out. Visibility is poor at the Hall Lane junction, as there is a steep ascending approach to the A59. One collision occurred as a vehicle attempted to turn right from Fewston Reservoir car park onto the A59 and pulled into the path of a vehicle heading west towards Skipton. However, the road markings at this location suggest that vehicles should always exit the car park left onto the side road Church Hill and manoeuvre onto the A59 from here as visibility looking over a driver's right shoulder when exiting onto the A59 directly from the car park is poor.

Figure 4 – Blubberhouses Collisions



1.5 Conclusion

It is clear that the section of the A59 in this study area has witnessed a significant number of accidents over the five year period analysed and accident rates are well above the national average. As part of the development of route options accident locations will be considered, in particular the cluster sites that have been identified above.