

**Speed Limit:** 30mph    **Max Mean Speed:** 33mph    **Max 85%ile:** 39mph

**Injury Collisions Jan 2012 – Dec 2014:** 1

**Proposals:** Widening of the southern verge to narrow the approach into the village, relocating the speed limit to the existing brick planter and improving the gateway signing to highlight the start of 30mph speed limit.

**PLAN 1**

**Consultation Comments:**

*Cllr. S Mercer* – passed on the views of the Parish Council that they did not consider that narrowing the approach would have any impact on vehicle speeds and could cause issues for agricultural vehicles. There are also concerns about the knock on effect on surface water and drainage. Chicanes requested as an alternative or could the VAS be moved?

*Parish Council Chairman* – concerned about drainage and the effectiveness and cost of the road narrowing. Could the VAS be moved?

*Business 1* – requested a dropped kerb to access the widened verge for maintenance.

**Analysis / Response:**

Following a meeting on-site a smaller localised build-out to allow installation of the combined speed limit and village nameplate sign and narrow the carriageway is considered to be a good compromise. It would be lower cost, highlight the entry to the village but still maintain width on some sections for agricultural vehicles leaving the industrial estate or entering Wheldrake Lane. The amended scheme is shown in **PLAN 2**.

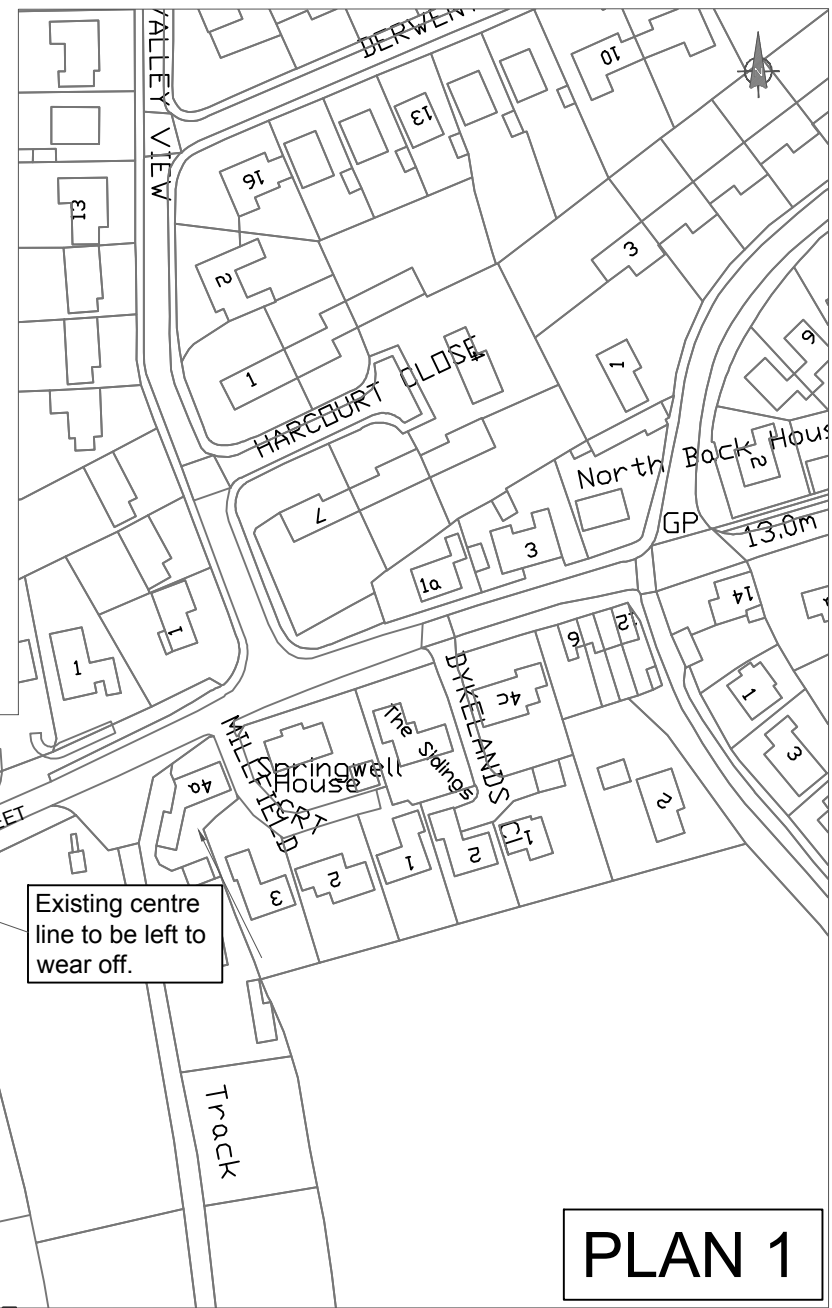
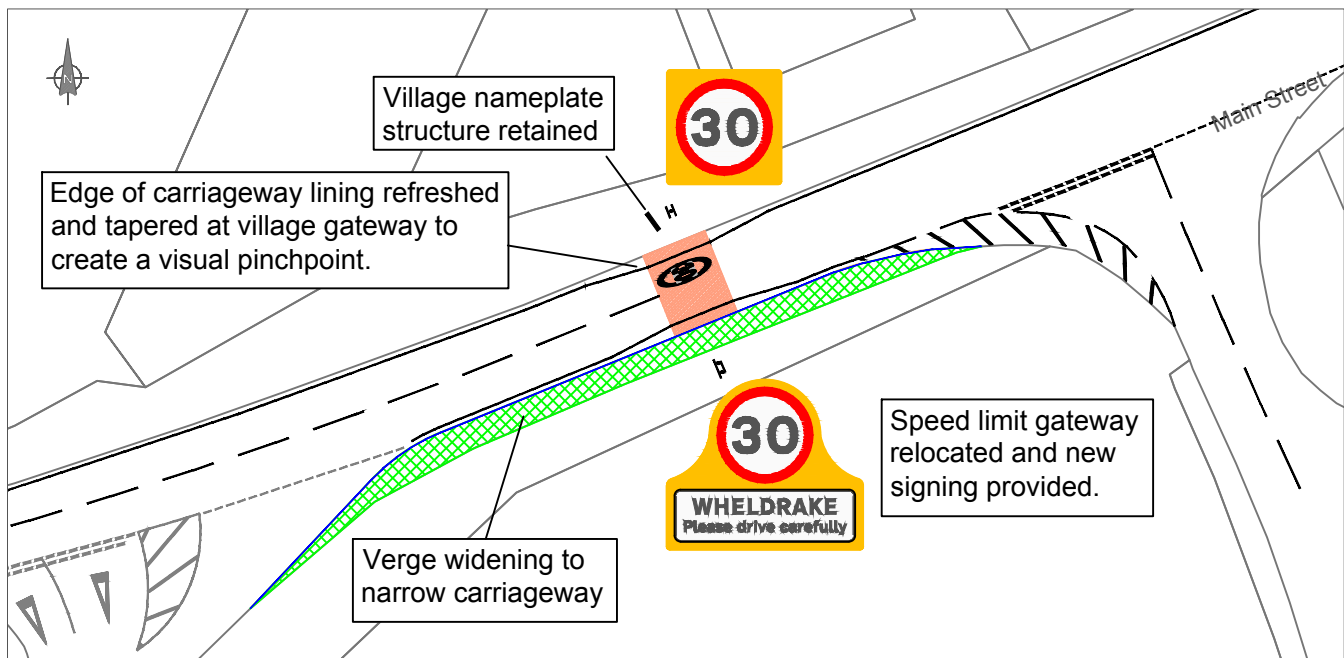
Chicanes without a near-constant two way flow of traffic can lead to drivers speeding up to get through the chicane without having to give way. Vehicle acceleration noise, braking and queuing traffic can also adversely affect residents.

The relocation of the VAS closer to the entry to the village will be investigated to see if it is feasible.

Drainage will be considered as part of the work but unfortunately a dropped kerb may not fit into the amended design.

**Recommendation:**

The amended scheme shown in **PLAN 2** achieves the initial objectives of the scheme whilst balancing the wishes of the Parish Council. As the scheme requires an amendment to the Speed Limit Order, it is recommended the scheme be approved in principle, subject to consultation being undertaken with local residents as part of the legal advertisement process. Any objections will be reported back to the Executive Member, if no objections are received the scheme will proceed as advertised.



**PLAN 1**

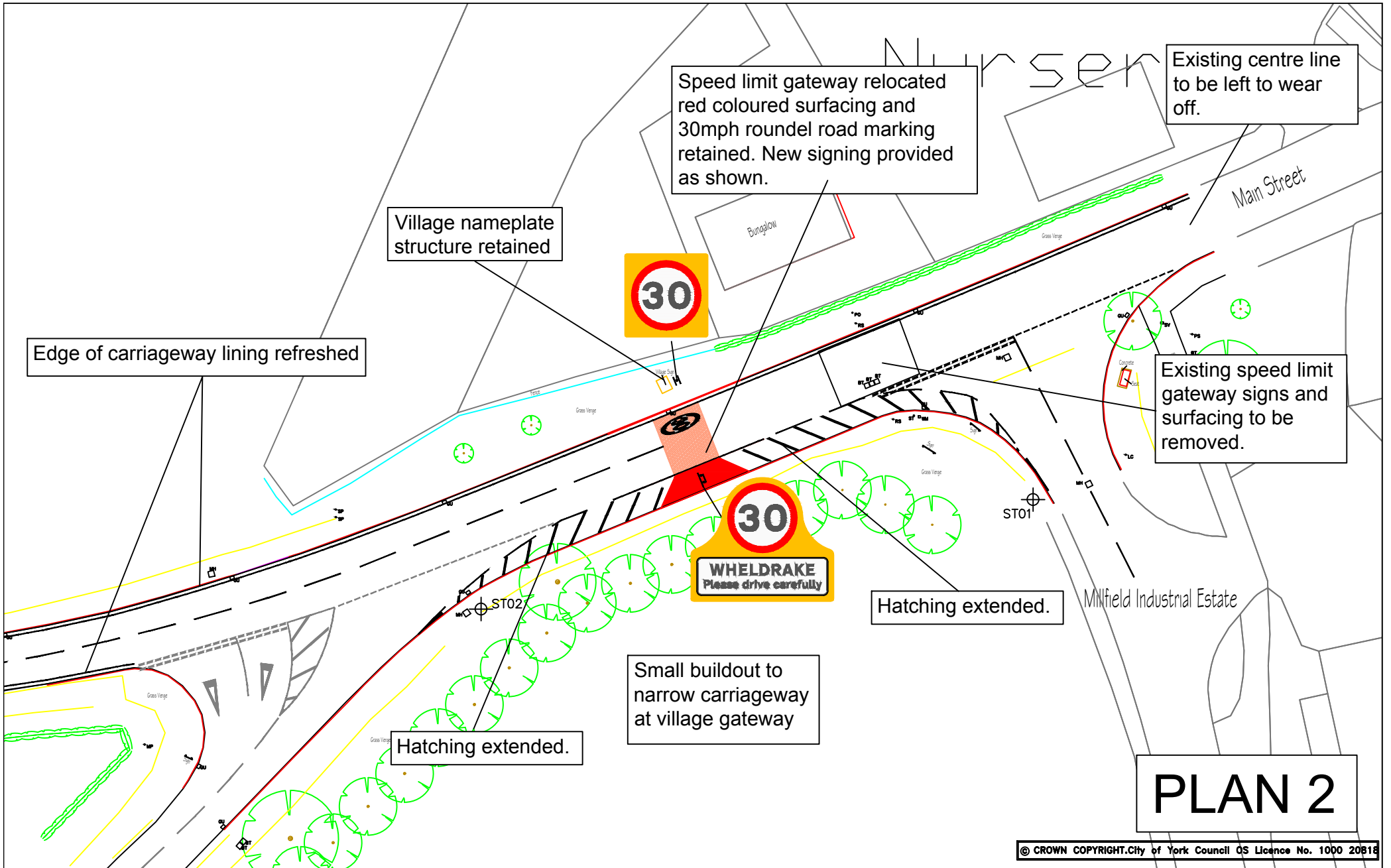
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INITIAL	REV	AMENDMENT	DATE
DRAWN BY			
CHECKED BY			
SCALE	NTS	A3	
DATE	11/01/2016		

Speed Management programme 2015/16  
Wheldrake Village

TP /150020/W/ 02



INITIAL	REV	AMENDMENT	DATE
B POTTER			
A. NOTHER			
SCALE 1:500	A4		
DATE 02/03/16			

Speed Management Programme 2015/16  
Wheldrake Village, Main St  
Amended Scheme

TP/150020/W/03

**Site:** Eason View, Dringhouses

**ANNEX B**

**Speed Limit:** 20mph **Max Mean Speed:** 24mph **Max 85%ile:** 29mph

**Injury Collisions Jan 2012 – Dec 2014:** 1

**Proposals:** The existing speed cushion spacing allows drivers to pass between them. Replacing the speed cushions to the spacing indicated on the plan will encourage drivers to straddle them and requires them to reduce their speed accordingly.

**Consultation Comments:**

*Resident 1* – Objects to the use of rubber cushions on the grounds of potential vehicle damage.

*Resident 2* - Objects to the use of rubber cushions on the grounds of potential vehicle damage.

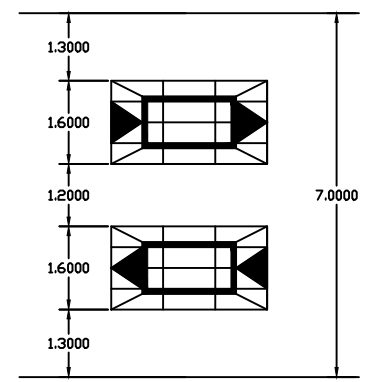
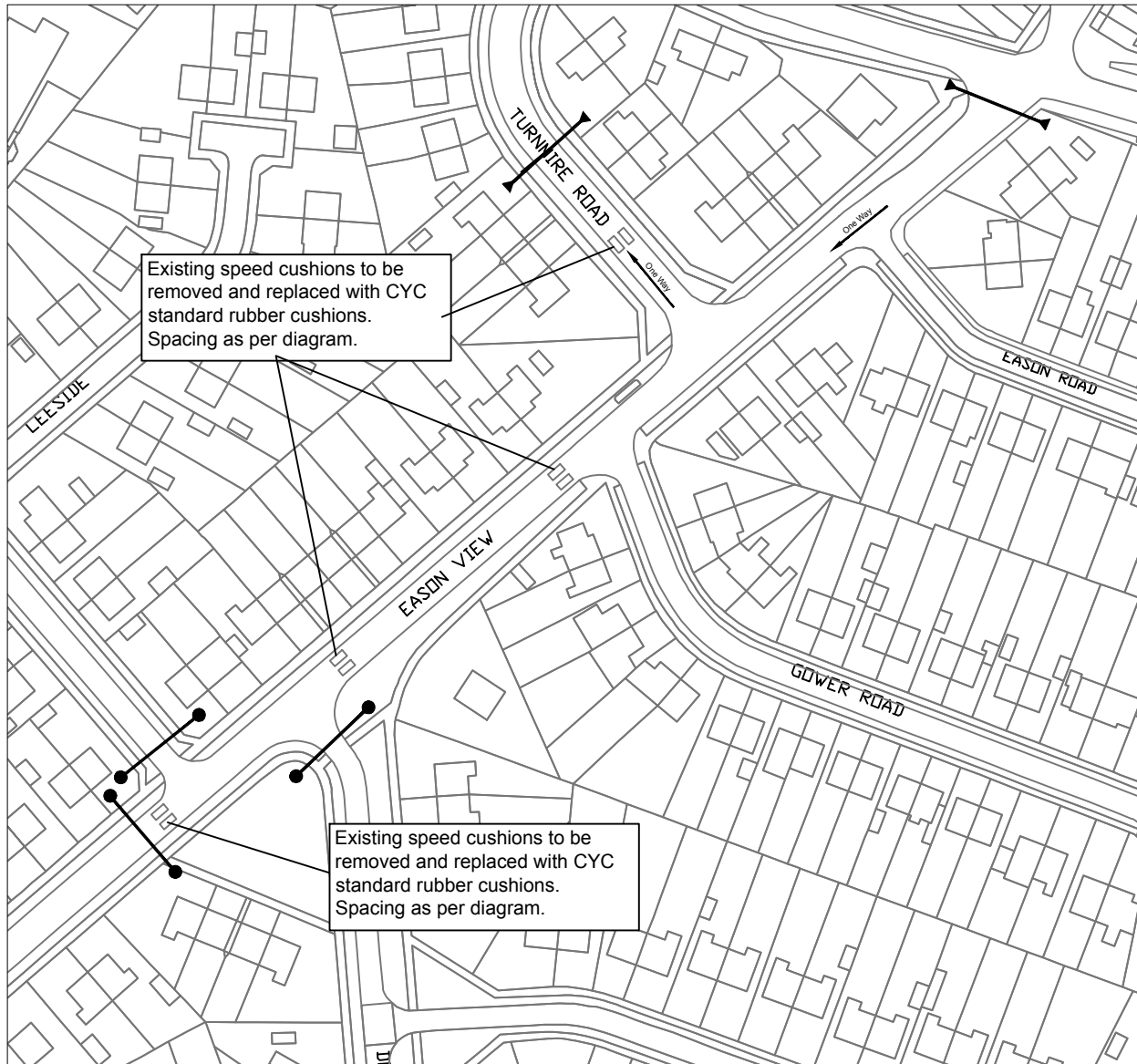
**Analysis / Response:**

There is no evidence that the current speed cushion specification leads to vehicle damage, and being formed in rubber should improve this situation compared to other materials. The current specification was carefully chosen to balance the traffic calming effect with passenger comfort.

**Recommendation:**

Due to a lack of evidence to support the objections from local residents, it is recommended that the speed cushions are repositioned so they can maximise speed reduction.

NOTES:



Proposed speed cushion spacing

KEY

- 20 Zone / 20mph limit gateway
- 20 Zone / 30mph limit gateway

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OUTLINE

Revision	By	Checked	Approved	Date	Description



Project  
**SPEED MANAGEMENT SCHEMES**  
**EASON VIEW**  
**20 MPH ZONE**

Drawing  
**OUTLINE DESIGN**

Drawn by **B POTTER** Date: **03-08-15**  
 Checked by **A N OTHER** Date: **XXXXXX**  
 Authorised by **A N OTHER** Date: **XXXXXX**

Drawing No. **TP/150020/EV/01** Revision **A**

Drawing Scale: **1:0000** **A3**

CAD Filename: **Plot Scale: 1:00**

**Site:** Usher Lane, Haxby

**ANNEX C**

**Speed Limit:** 30mph    **Max Mean Speed:** 32mph    **Max 85%ile:** 39mph

**Injury Collisions Jan 2012 – Dec 2014:** 1

**Proposals:** Improve the village gateway signing and add edge of carriageway lines to highlight the start of the 30mph speed limit and visually narrow the carriageway encouraging lower speeds.

**Consultation Comments:**

*Town Council* – Can the town's crest be incorporated into the village nameplate?

*Resident 1* – Objects to proposals which are viewed as a waste of time and money. They won't tackle outbound speed. Something physical is required such as a mini-roundabout at the junction of Usher Park Road, or some other sort of traffic calming.

*Resident 2* – Queries the effectiveness of signing alone. Will there be after monitoring & if scheme is ineffective will further measures be provided?

*Resident 3* – Considers that proposals will only have a short term effect and no effect at all on outbound traffic. A safety camera would be more effective.

**Analysis / Response:** The proposals aim to reduce vehicle speeds by creating a more significant gateway feature that visually narrows the carriageway. The narrowing effect should also have a small impact on outbound vehicles. The measures are low cost and will be monitored post implementation to check their effectiveness.

The Town Council's request can be accommodated.

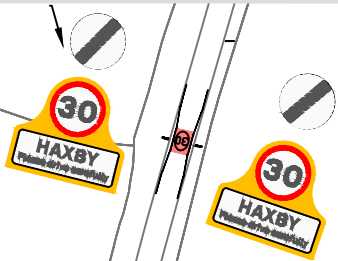
Speed enforcement is purely at the discretion of North Yorkshire Police, and fixed location speed cameras are not currently utilised, so are not an option when addressing speed management sites. Targeted enforcement is sometimes carried out by the mobile speed camera vans, however, enforcement action is a short term solution with an ongoing cost to North Yorkshire Police if it is regularly required. Therefore the Police support the installation of engineering measures to reduce vehicle speeds in the long term allowing them to target enforcement action where it can be most effective.

**Recommendation:**

The proposed scheme is low cost and will be monitored to ensure it is effective at reducing speeds in both directions so is recommended for approval.



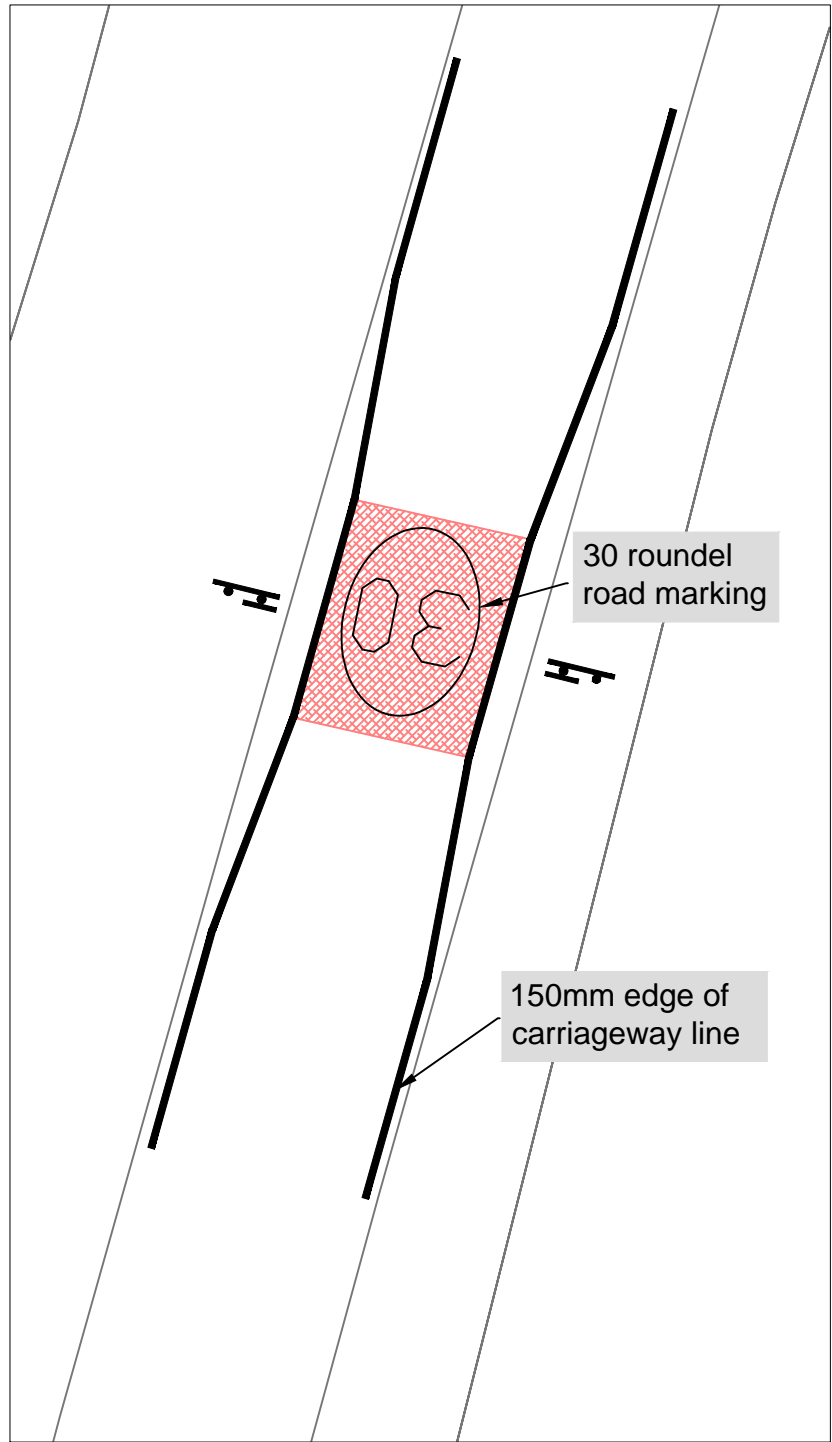
Improved gateway signs with village name plate. 30mph gateway roundel with high friction surfacing and edge of carriageway markings to create a narrowing.



Village nameplate on millstone to be retained

Existing Vehicle activated signs back to back

USHER PARK ROAD  
LANE



30 roundel road marking

150mm edge of carriageway line

NOTES:

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OUTLINE DESIGN

Revision	By	Checked	Approved	Date	Description



Highways – Transport Projects and Delivery Team  
Ea Dept, Hazel Court, James Street, York, YO11 3PS  
www.york.gov.uk

Project  
SPEED MANAGEMENT SCHEMES  
USHER LANE, HAXBY  
VILLAGE GATEWAY

Drawing  
OUTLINE DESIGN

Drawn by B POTTER Date: 04-08-15  
Checked by A N OTHER Date: XXXXXX  
Authorised by A N OTHER Date: XXXXXX

Drawing No. TP/150020/UL/01 Revision A

Drawing Scale: 1:0000 A3

CAD Filename: Plot Scale: 1:00

**Site:** Stockton Lane + Sandy Lane, Stockton on the Forest **ANNEX D**

**Speed Limit:** 30mph **Max Mean Speed:** 31mph **Max 85%ile:** 37mph

**Injury Collisions Jan 2012 – Dec 2014:** 1

**Proposals:** Improve the village gateway signing to highlight the start of the 30mph speed limit and add edgelines to visually narrow the carriageway. The eastern gateway on Sandy Lane will be relocated further into the village where there are properties on both sides of the road to aid driver recognition of the reason for the speed limit where the area becomes more built up. A 40mph speed limit is proposed on Sandy Lane on the outskirts of village (mean speed 31mph 85th percentile speed 38mph).

**Consultation Comments:**

*Parish Council* – The positioning of combined speed limit / village nameplate signs near a farm access would cause significant difficulties for large vehicles exiting the property.

*Resident 1* – Thinks a 40mph speed limit would encourage higher speeds than at present. Considers that the greatest problem with speeding on Sandy Lane is between Barr Lane and the village nameplate not on the outskirts.

*Resident 2* – Safety cameras would be more effective.

**Analysis / Response:** An amendment to the location of the 30 / 40 mph speed limit is now proposed as shown. The sign which would be positioned above the existing heritage nameplate would just be a yellow bordered speed limit sign. Both these changes will greatly reduce the possibility of any visibility issues connected with the sign and the farm access.

Further consultation with local residents will be undertaken as part of the advertisement of the amendments to the Speed Limit Order once the scheme is approved in principle.

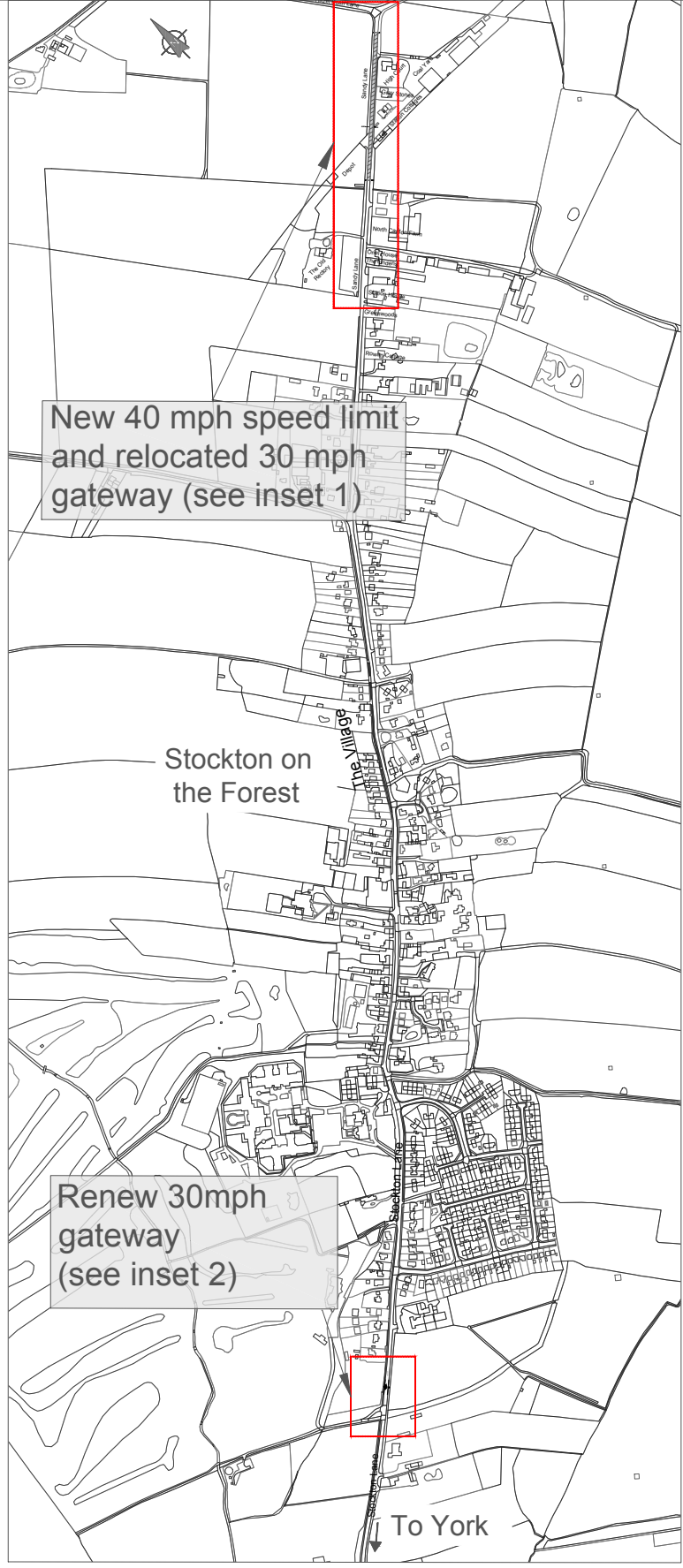
The relocation of the 30mph speed limit closer to the built up area seeks to address the issue of drivers who have passed the speed limit signs quite a way back and ‘forgotten’ that they are in a 30mph limit. It is hoped that if drivers can appreciate why there is a speed limit they are more likely to adhere to it. In addition, if outbound drivers are approaching 40mph speed limit signs rather than national speed limit signs they should accelerate to a lesser extent.

Fixed location speed cameras are not currently utilised in North Yorkshire, so are not an option when addressing speed management sites. Targeted enforcement is sometimes carried out by the mobile speed camera vans, however, enforcement action is a short term solution with an ongoing cost to North Yorkshire Police if it is regularly required. Therefore the Police support the installation of engineering measures to reduce vehicle speeds in the long term allowing them to target enforcement action where it can be most effective.

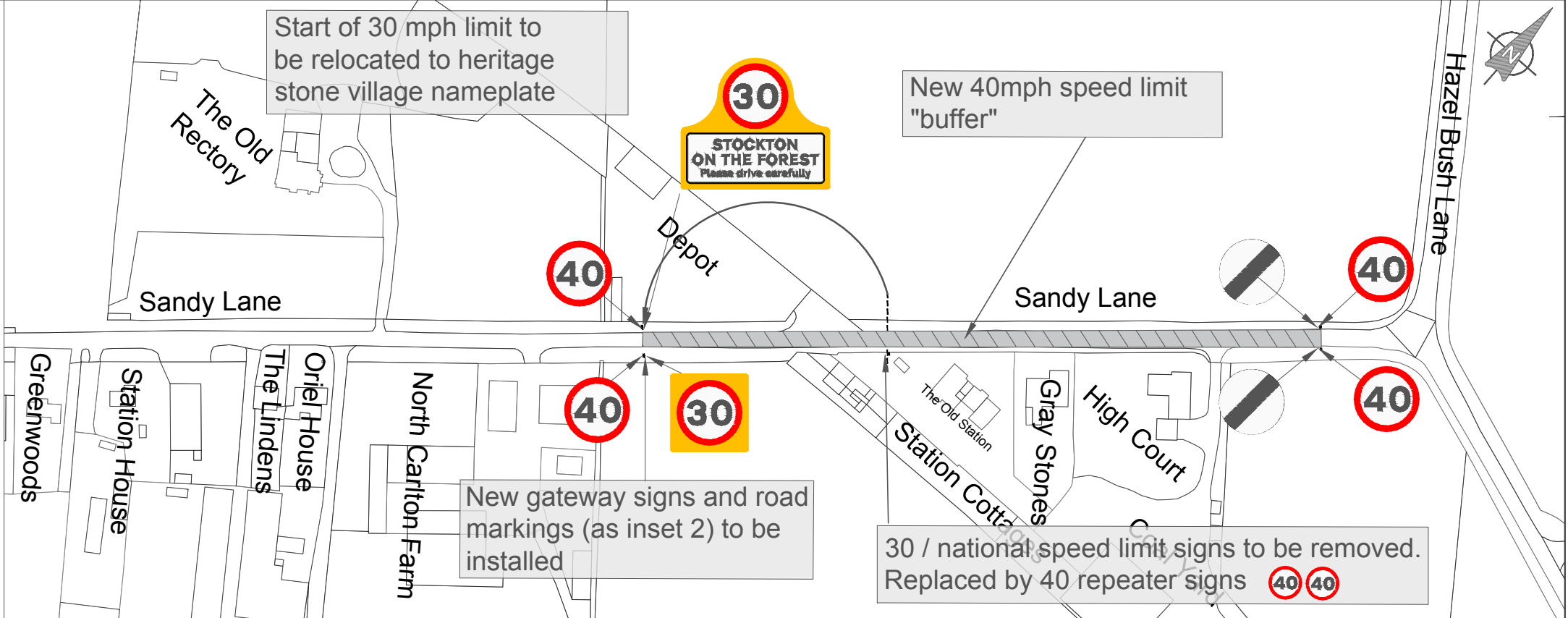
**Recommendation:**

The amended scheme proposals shown in the drawing overleaf have been altered as a direct result of the responses to the consultation from local residents and the Parish Council, and are considered to be agreeable to all parties.

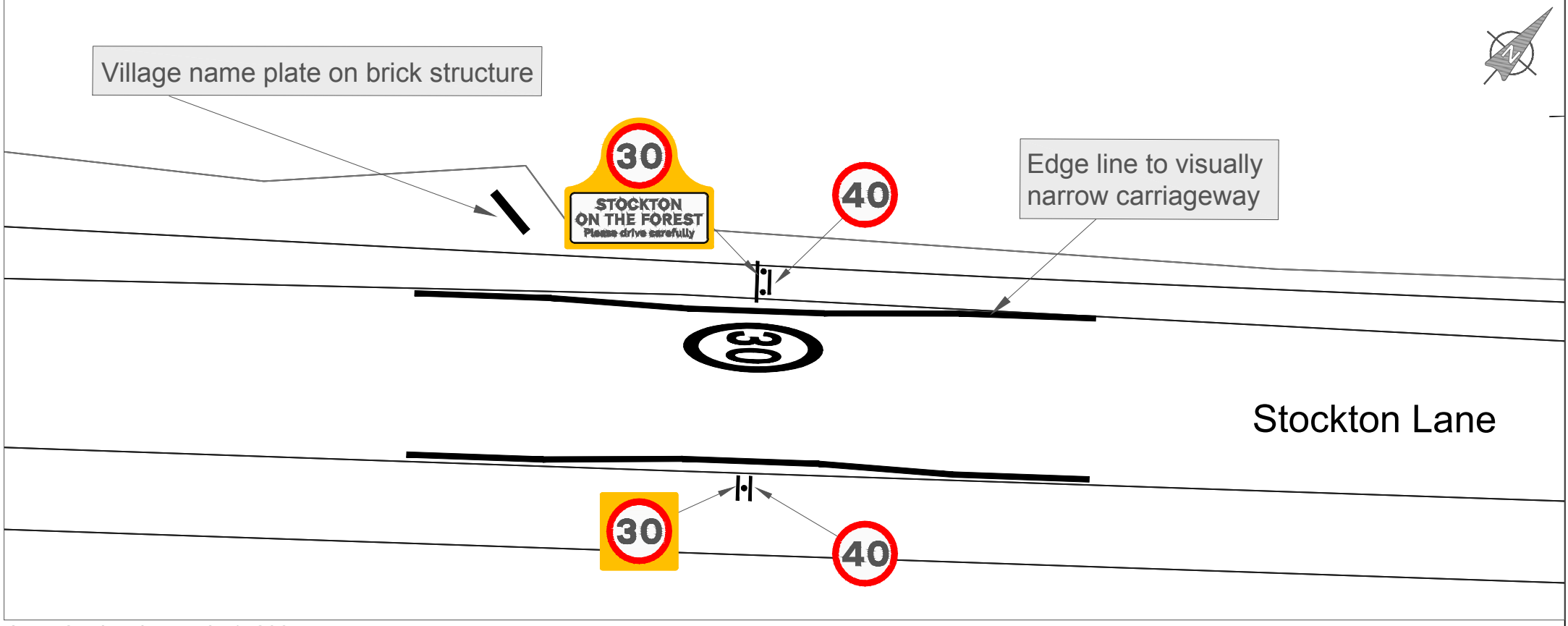
As the scheme requires an amendment to the Speed Limit Order, it is therefore recommended the scheme be approved in principle, subject to consultation being undertaken with local residents as part of the legal advertisement process. Any objections will be reported back to the Executive Member, if no objections are received the scheme will proceed as advertised.



Location of sites



Inset 1 - drawing scale 1: 2000



Inset 2 - drawing scale 1: 200

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INITIAL	REV	AMENDMENT	DATE
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LR			
SCALE	1:7000	A3	
DATE	08 / 2015		

Speed Management Programme 2015/16  
 Stockton on the Forest  
 - Revised Proposals

TP/150020/SOFT/01a

**Site:** B1224 Wetherby Road  
West of Beckfield Lane junction

**ANNEX E**

**Speed Limit:** 30mph    **Max Mean Speed:** 32mph    **Max 85%ile:** 36mph

**Injury Collisions Jan 2012 – Dec 2014:** 0

**Proposals:** Introduce a 40mph speed limit buffer between the A1237 and the existing 30mph speed limit gateway. The lower limit will help to reduce vehicle speeds entering the 30mph limit by providing a step down approach. Refresh the gateway treatment at the change in speed limit and create a visual pinch point in the road by tapering the edge of carriageway markings at this point and provide 'SLOW' road markings adjacent to the existing vehicle activated signs.

**Consultation Comments:**

Residents (7 responded) - generally in support of the proposals. Suggested extending 40mph into Bland Lane, which links Wetherby Rd with Main Street, Knapton. They also requested that more be done to slow outbound traffic within the existing 30mph limit. One resident requested the number of signs be reduced.

North Yorkshire Police - Concerned the new speed limit does nothing to reduce outbound speeds within the existing 30mph limit. Would not support a 40mph limit on Bland Lane.

**Analysis / Response:**

Speed data for Bland Lane indicates a mean speed of 35mph and an 85%ile of 43mph. These are consistent with the requirements for providing a 40mph limit. Therefore a reduction in the limit is considered suitable for Bland Lane. **Plan 1** shows the extents of the proposed 40mph limit and **Plan 2** the locations of the 'SLOW' road markings.

Speed limit signing must adhere to the Traffic Signs Regulations Guidance and Directions (TSRGD) to ensure a speed limit is enforceable. The number of signs has been kept to a minimum and the extension of the 40mph limit into Bland Lane has reduced the number of additional signs required.


Outbound speeds within the 30mph limit will be reviewed following this scheme and further measures considered if required.

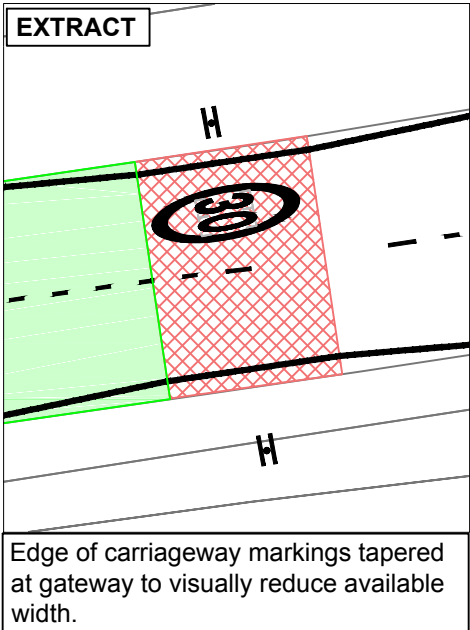
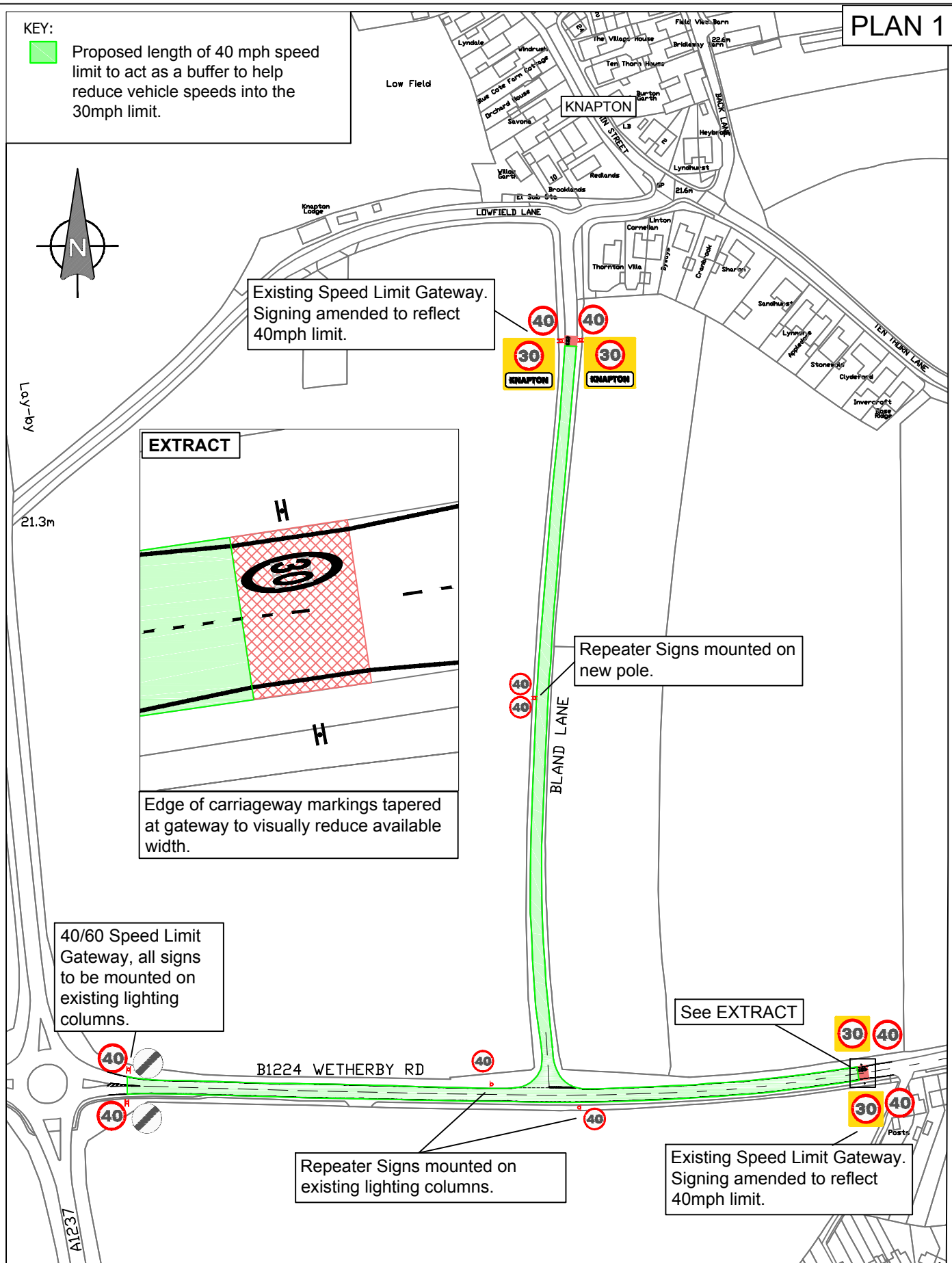
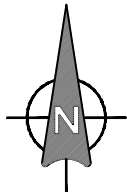
**Recommendations:**

The extended 40mph limit (including Bland Lane) is supported by the local residents. Concerns still remain regarding outbound speeds between Beckfield Lane and the existing speed limit gateway, which will be monitored post implementation.

As the scheme requires an amendment to the Speed Limit Order, it is recommended the scheme be approved in principle, subject to consultation being undertaken with local residents and North Yorkshire Police as part of the legal advertisement process. Any objections will be reported back to the Executive Member, if no objections are received the scheme will proceed as advertised.

KEY:

 Proposed length of 40 mph speed limit to act as a buffer to help reduce vehicle speeds into the 30mph limit.



40/60 Speed Limit Gateway, all signs to be mounted on existing lighting columns.

Existing Speed Limit Gateway. Signing amended to reflect 40mph limit.

Repeater Signs mounted on new pole.

Repeater Signs mounted on existing lighting columns.

See EXTRACT

Existing Speed Limit Gateway. Signing amended to reflect 40mph limit.

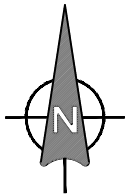


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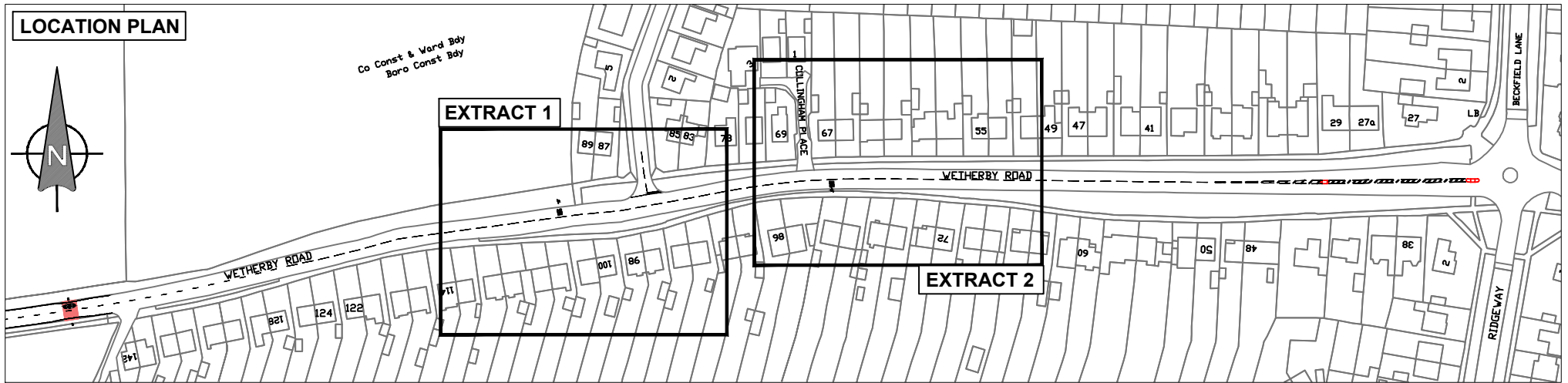
Speed Management Programme 2015/16  
Wetherby Road, A1237 – Beckfield Lane  
PLAN 1

REV	AMENDMENTS	DATE	TP/150020/WR/40/01	SCALE	NTS
			Drawn B POTTER	Checked A N OTHER	DATE 04/03/2016

**LOCATION PLAN**

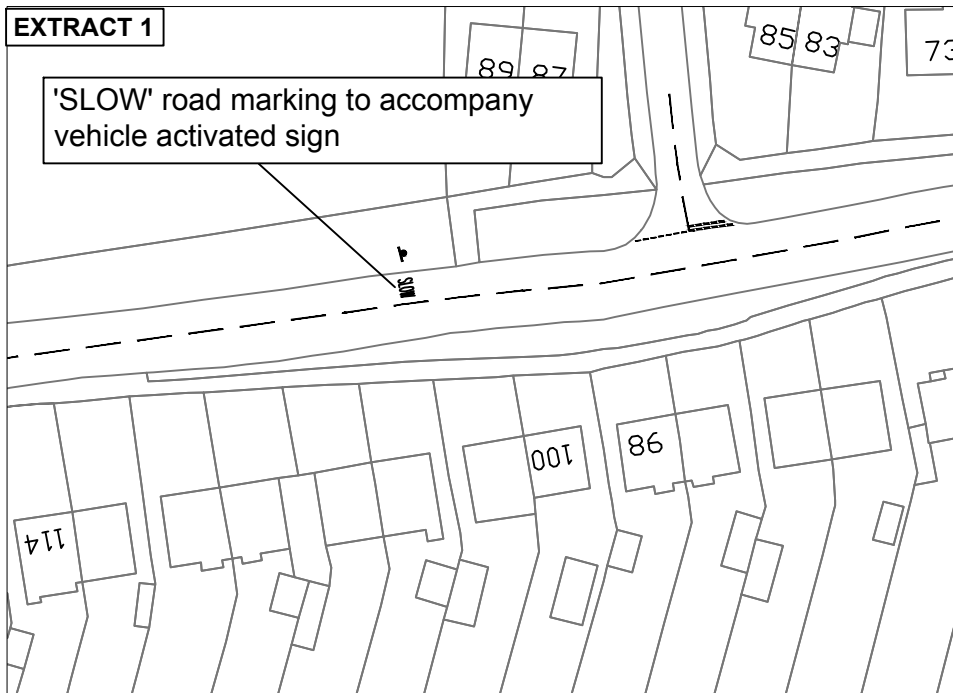


Co Const & Ward Bdy  
Boro Const Bdy



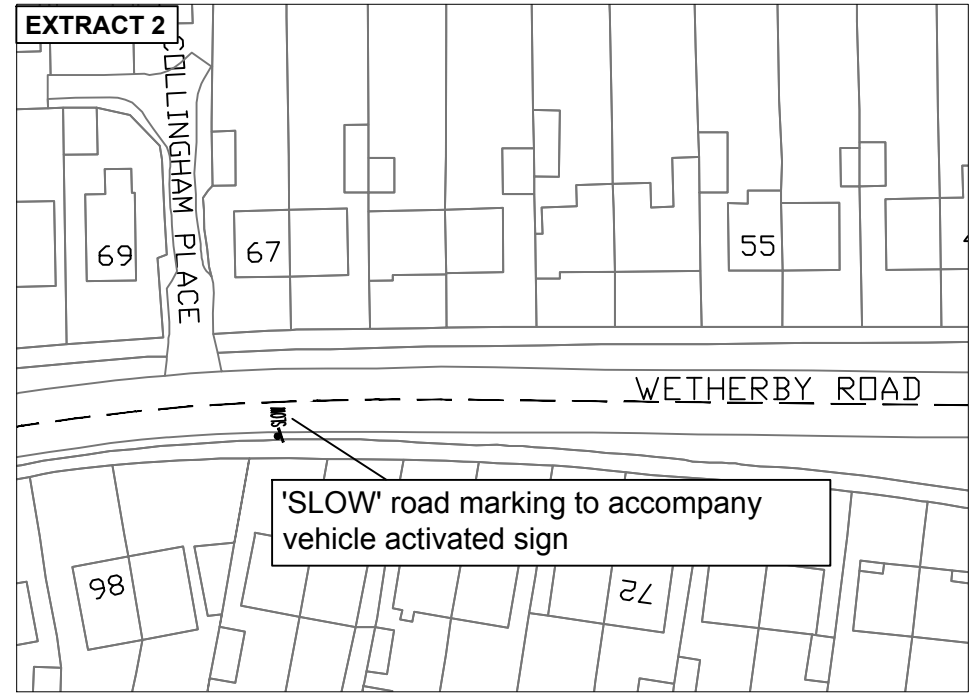
**EXTRACT 1**

'SLOW' road marking to accompany vehicle activated sign



**EXTRACT 2**

'SLOW' road marking to accompany vehicle activated sign



**PLAN 2**

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5th Floor, Hazel Court, James Street, York, YO10 3DS  
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CHECKED BY: A.MOTHER			
SCALE: NTS	A4		
DATE: 04/03/2016			

Speed Management Scheme Programme 2015/16  
Wetherby Road, A1237 – Beckfield Lane  
PLAN 2

TP/150020/WR/40/02



**Speed Limit:** 30mph    **Max Mean Speed:** 32mph    **Max 85%ile:** 37mph

**Injury Collisions Jan 2012 – Dec 2014:** 0

**Proposals:** Add deflection to the mini-roundabouts to encourage lower vehicle speeds as follows:

*Beaverdyke junction* - Provide a build-out on the southern kerbline and hatching road marking on the northern kerbline. The road markings will be updated to correctly identify the junction as a mini-roundabout.

*Industrial estate access* - Provide a build-out on the northern kerbline. The road markings will be updated to correctly identify the junction as a mini-roundabout.

**Consultation Comments:**

*Cllr Dew* – No objections, and requests an extension of the 30mph speed limit on Green Lane.

*Parish Council* – support, and request an extension of the 30mph speed limit on Green Lane.

*Reliance Motors (Bus service 19)* – Concerned about positioning of buses negotiating the build-out and potentially having to cross the centreline coming into conflict with opposing flow. Request a longer length of 30mph speed limit and improved signs and markings to highlight first mini-roundabout (industrial estate).

**Analysis / Response:**

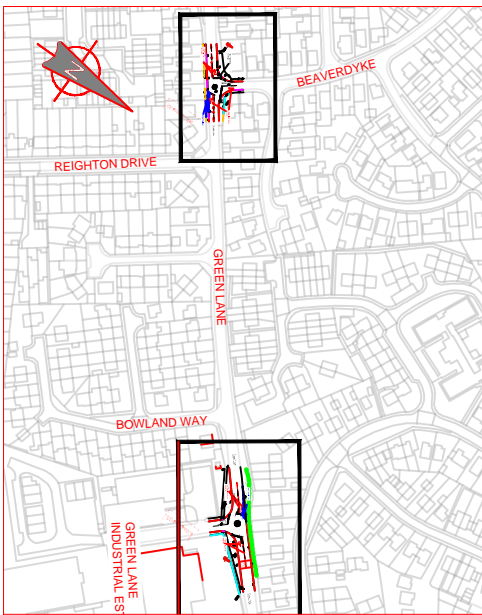
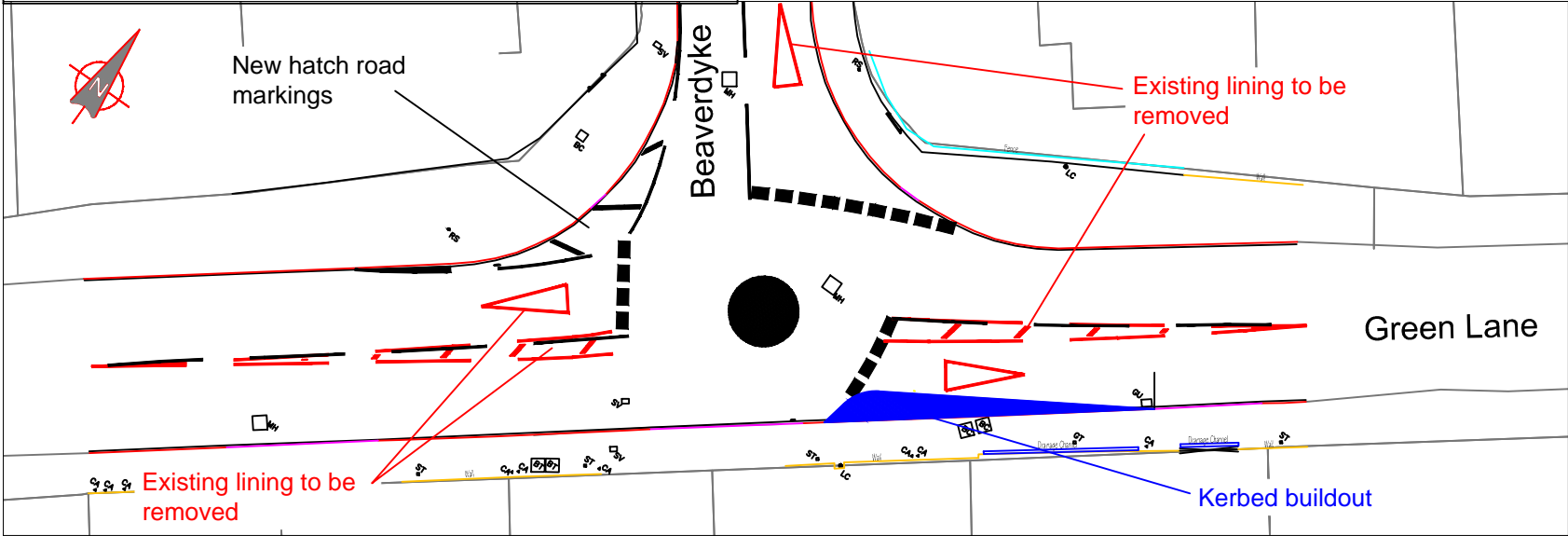
The speed limit on the outer part of Green Lane is being considered as part of the highway works connected to the grain store development, which when complete will lead to a considerable change in the appearance of Green Lane.

Swept paths of vehicles likely to use the route have been checked using AutoTrack software and no issues are anticipated. An on-site trial with the layout marked out and a single decker bus has also been undertaken with the operator and does not suggest significant problems provided that a low approach speed is taken. The road markings would be modified in line with the new layout and any other markings in the vicinity refreshed so visibility of the mini-roundabout would be much improved. Signing in the vicinity would also be reviewed.

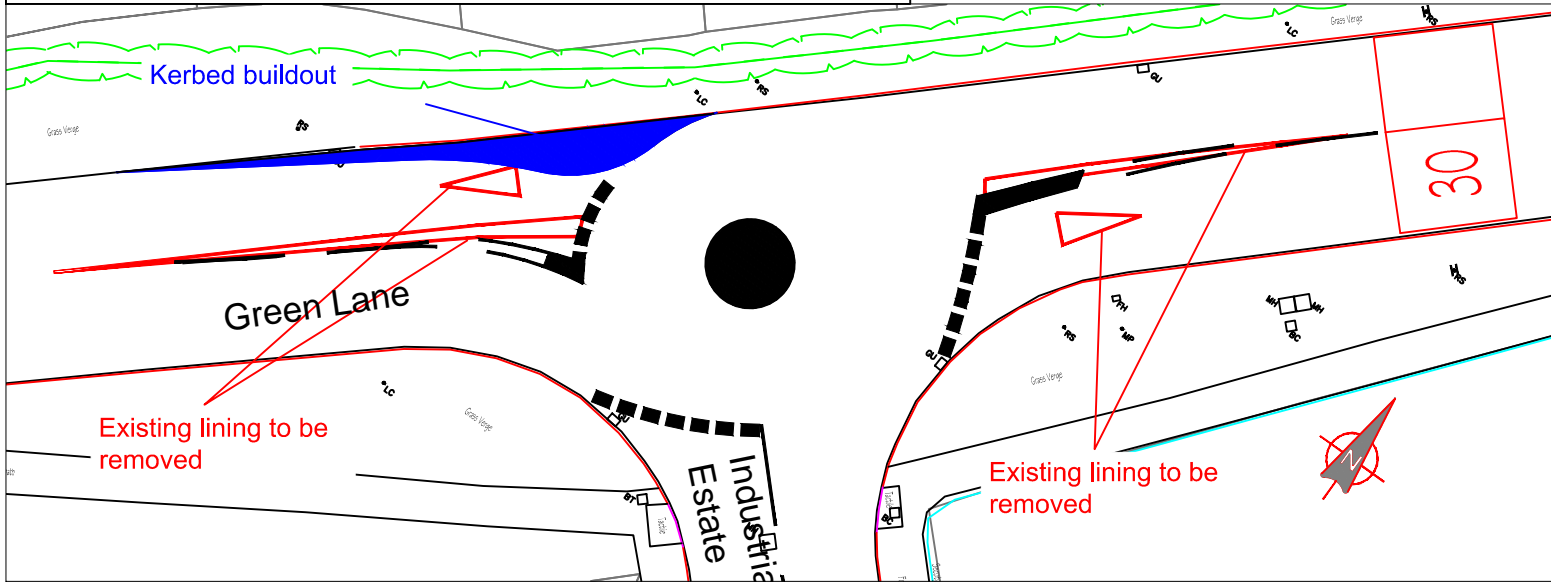
**Recommendation:**

No objections have been received and on site trials have shown positive results, therefore the scheme is recommended for approval.

**GREEN LANE / BEAVERDYKE Mini-roundabout**



**GREEN LANE / INDUSTRIAL ESTATE Mini-roundabout**



**LOCATION PLAN**

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INITIAL	REV	AMENDMENT	DATE
BP			
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NTS	A3		
DATE	28/08/15		

SPEED MANAGEMENT SCHEMES 15/16  
 GREEN LANE, CLIFTON  
 Buildouts at mini-roundabouts

TP/150020/GL/01

**Site:** Church Lane, Wheldrake

**ANNEX G**

**Speed Limit:** 30mph    **Max Mean Speed:** 30mph    **Max 85%ile:** 36mph

**Injury Collisions Jan 2012 – Dec 2014:** 0

**Proposals:** Improve the village gateway signing to highlight the start of the 30mph speed limit, and extend the edge of carriageway lines into the village to visually narrow the carriageway.

**Consultation Comments:**

*Parish Council Chairman* - unconvinced that the extension of edge of carriageway lines will have any impact on the speed of vehicles. Concerned that they will increase verge parking and overrun. Suggested build-out opposite Derwent Park or other barriers to slow traffic. Could a VAS or repeater signs be provided?

*Cllr. S. Mercer* – supports the views of the Parish Council.

**Analysis / Response:**

Following a meeting on-site, it has been agreed to remove the edge lining from scheme, although edge lines are unlikely to increase verge parking.

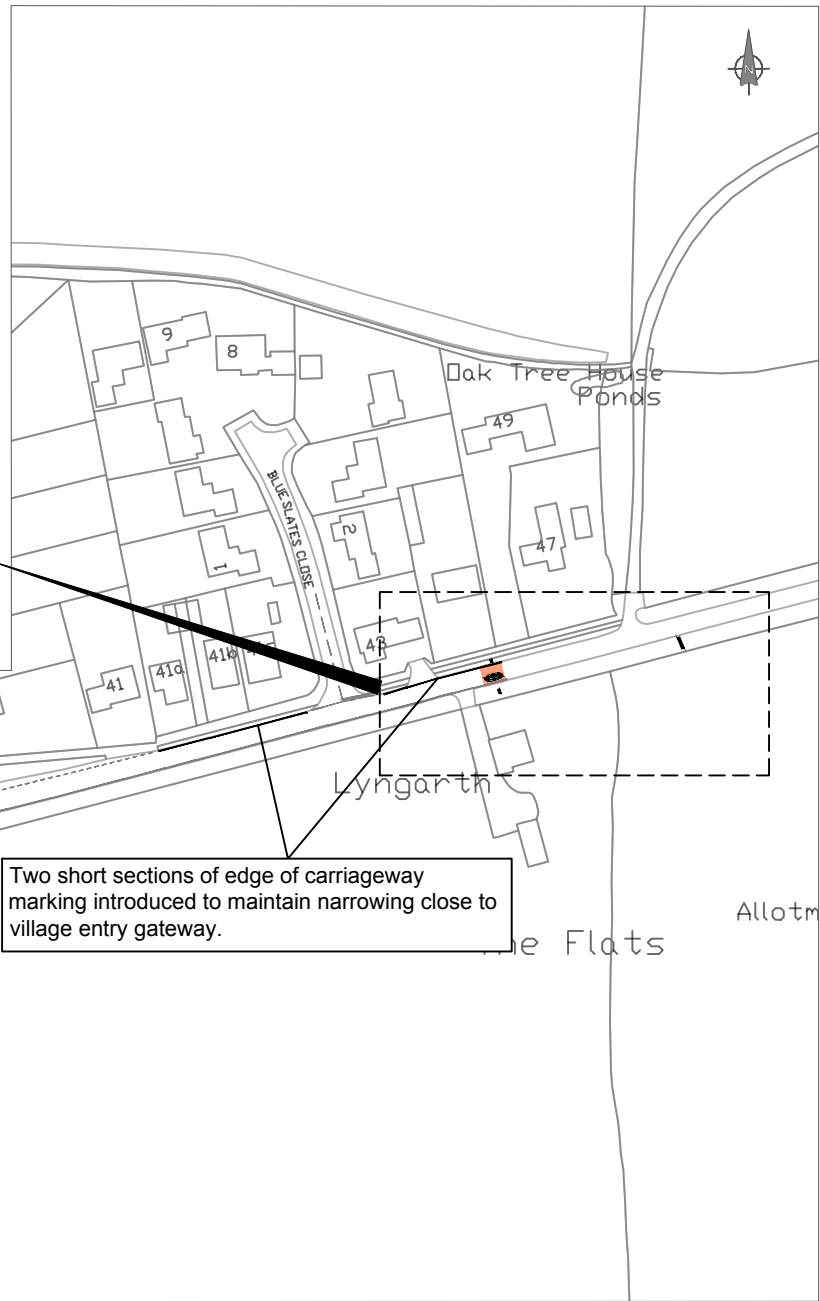
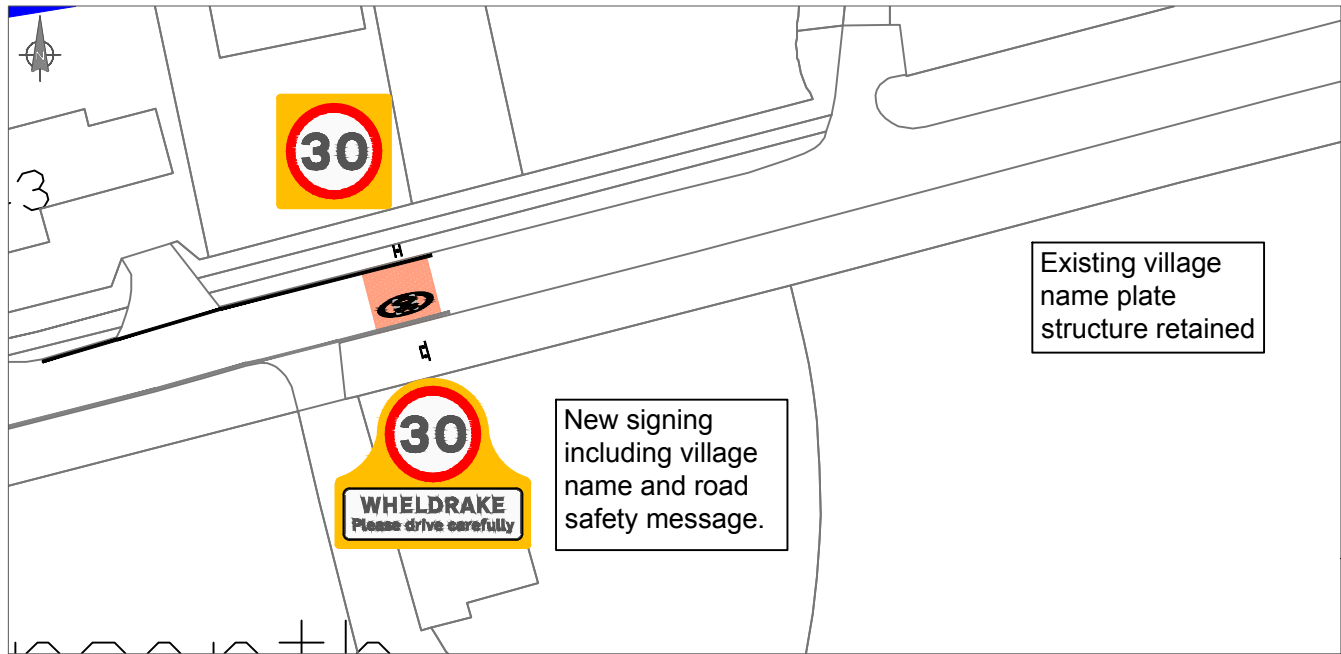
Providing a build-out opposite Derwent Park wouldn't introduce enough deflection to stop vehicles straight lining the route when unopposed.

Vehicle speed monitoring will be undertaken following scheme implementation, and a VAS considered if improving the gateway alone has not had the desired impact on vehicle speeds.

30mph speed limit repeater signs are not permitted under the Traffic Signs Regulations and General Directions where there is a system of street lighting (at least 3 lamp columns over a distance of 183m) as lamp columns serve as reminders of the speed limit.

**Recommendation:**

The amended scheme shown in the plan overleaf still achieves the initial objectives of the scheme whilst balancing the wishes of the Parish Council and is recommended for approval.



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INITIAL	REV	AMENDMENT	DATE
	A	Edge of Carriageway markings removed	Feb 16
DRAWN BY			
CHECKED BY			
SCALE	NTS	A3	
DATE	11/11/2016		

Speed Management programme 2015/16  
 Wheldrake Village

TP/150020/W/01/A