

## Notice of a public meeting of

### Decision Session - Executive Member for Transport

**To:** Councillors Ravilious

**Date:** Tuesday, 16 September 2025

**Time:** 10.00 am

**Venue:** West Offices - Station Rise, York YO1 6GA

### AGENDA

#### **Notice to Members – Post Decision Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democratic Services by **4:00 pm on Tuesday, 23 June**.

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Corporate Services, Climate Change and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00 pm on Friday, 12 September 2025**.

**1. Apologies for Absence**

To receive and note apologies for absence.

**2. Declarations of Interest** (Pages 7 - 8)

At this point in the meeting, the Executive Member is asked to declare any disclosable pecuniary interest, or other registerable interest, they might have in respect of business on this agenda, if they have not already done so in advance on the Register of Interests. The disclosure must include the nature of the interest.

An interest must also be disclosed in the meeting when it becomes apparent to the member during the meeting.

*[Please see attached sheet for further guidance for Members].*

**3. Minutes** (Pages 9 - 12)

To approve and sign the minutes of the Decision Session held on Tuesday, 17 June 2025.

**4. Public Participation**

At this point in the meeting members of the public who have registered to speak can do so. Members of the public may speak on agenda items or on matters within the remit of the committee.

Please note that our registration deadlines have changed to 2 working days before the meeting. The deadline for registering at this meeting is at **5.00pm on Friday, 12 September 2025.**

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://www.york.gov.uk/AttendCouncilMeetings) to fill out an online registration form. If you have any questions about the registration form or the meeting please contact the Democracy Officer for the meeting whose details can be found at the foot of the agenda.

**Webcasting of Public Meetings**

Please note that, subject to available resources, this public meeting will be webcast including any registered public speakers who have given their permission. The public meeting can be viewed on demand at [www.york.gov.uk/webcasts](http://www.york.gov.uk/webcasts).

**5. Irwin Avenue Speed Management Scheme** (Pages 13 - 74)

This report presents the findings of road safety feasibility work and consultation undertaken following receipt of a petition from residents of Irwin Avenue and Malton Avenue, Heworth. The petition was presented to Full Council in October 2021.

A decision is required so that the council can respond in an appropriate manner and demonstrate that the concerns of all residents are being carefully considered and actions being progressed.

**6. Decision Report: Bishopthorpe 20mph** (Pages 75 - 152)  
**Experimental Traffic Regulation Order**

The report provides a review of the experimental 20 miles per hour speed limit that is currently in place in the village of Bishopthorpe. The review includes residents' views provided during the consultation period and speed survey data, undertaken before and during the experimental period.

The report analyses the different options available to the Executive Member to make a decision on permanent speed limits for Bishopthorpe.

**7. Urgent Business**

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer: Ben Jewitt

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For more information about any of the following please contact the Democratic Services Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

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我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

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یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

### Declarations of Interest – guidance for Members

- (1) Members must consider their interests, and act according to the following:

Type of Interest	You must
Disclosable Pecuniary Interests	Disclose the interest, not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Directly Related) <b>OR</b> Non-Registrable Interests (Directly Related)	Disclose the interest; speak on the item <u>only if</u> the public are also allowed to speak, but otherwise not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.
Other Registrable Interests (Affects) <b>OR</b> Non-Registrable Interests (Affects)	Disclose the interest; remain in the meeting, participate and vote <u>unless</u> the matter affects the financial interest or well-being: (a) to a greater extent than it affects the financial interest or well-being of a majority of inhabitants of the affected ward; and (b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest. In which case, speak on the item <u>only if</u> the public are also allowed to speak, but otherwise do not participate in the discussion or vote, and leave the meeting <u>unless</u> you have a dispensation.

- (2) Disclosable pecuniary interests relate to the Member concerned or their spouse/partner.
- (3) Members in arrears of Council Tax by more than two months must not vote in decisions on, or which might affect, budget calculations,

and must disclose at the meeting that this restriction applies to them. A failure to comply with these requirements is a criminal offence under section 106 of the Local Government Finance Act 1992.

## City of York Council

## Committee Minutes

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Meeting	Decision Session - Executive Member for Transport
Date	17 June 2025
Present	Councillor Ravilious (Executive Member)
Officers in Attendance	Garry Taylor – Director of City Development Darren Hobson – Traffic Management Team Leader Andy Vose – Transport Policy Manager

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**1. Apologies for Absence (10:01am)**

There were no apologies.

**2. Declarations of Interest (10:01am)**

The Executive Member was asked to declare, at this point in the meeting, any disclosable pecuniary interests, or other registerable interests she might have in respect of business on the agenda, if she had not already done so in advance on the Register of Interests. None were declared.

**3. Minutes (10:01am)**

Resolved: That the minutes of the Decision Session held on Tuesday, 13 May 2025 be approved and signed by the Executive Member as a correct record.

**4. Public Participation (10:01am)**

It was reported that there had been 10 registrations to speak at the session under the Council's Public Participation Scheme.

Councillor Stephen Fenton spoke on item 5, concerning the proposed changes; he welcomed the officers report and asked for a full list of crossing requests to be made available. Regarding item 6, he queried a point of ambiguity over inconsistent terminology in the report.

Councillor Andrew Waller spoke on item 5, concerning pedestrian crossing requests in Westfield Ward and safe routes to schools.

Councillor Keith Orrell spoke on item 5, concerning a crossing outside the Folk Hall Post Office. Cllr Runciman had presented a petition on this matter to council but was unable to attend the decision session due to a CQC inspection. The crossing had been approved 2 years ago, but the subsequent approval of a housing development on New Lane had led to its relocation and further delays.

Councillor Tony Fisher spoke on item 5, concerning a crossing application for York Road, Strensall. He discussed the growth of the industrial estate at Sheriff Hutton and the need for safe crossing points.

Councillor Anna Baxter spoke on item 5, concerning the benefits that the change of assessment criteria of crossing would have on the Hull Road ward.

Parish Councillor Tom Franklin spoke on item 5, on behalf of Clifton Without Parish Council. He welcomed the decision and stressed the importance of delivery.

Andy D'Agorne spoke on item 5, on behalf of York Green Party, in support of policy change and called for crossings on Thief Lane and Kent Street, taking full account of new developments in the area.

Andrew Mortimer spoke regarding the Active Travel Programme proposals for Badger Hill Primary School, noting that this scheme had been approved in 2024 by the previous Executive Member for Economy and Transport. He advised that there was concern at the school that this scheme had been cancelled since there had been no contact. He also wished to discuss parking in the ward which until last September had been funded by University of York. He asked what will happen to this going forward

The Executive Member confirmed that she would send Mr Mortimer a written reply on these issues.

Councillor Bob Webb registered to speak on item 5 but was unable to attend the decision session due to a prior commitment.

Councillor Nigel Ayre sent a written submission on item 5; this arrived after the deadline for Public Participation but at the Executive Member's discretion this was taken into consideration in making her decision on the item.



## **5. Active Travel Crossing Request Evaluation and Prioritisation Methodology (10:27am)**

This report was presented by the Transport Policy Manager, who advised that he written the previous 2016 methodology, and since then things had progressed, necessitating this update.

The Executive Member asked for clarification that the table within the report was based on existing measurements and had not been taken from new measurements. The Transport Policy Manager confirmed this and said that after a sense check new figures would need to be created.

The Executive Member stated that she was also pleased that different levels of vulnerability of road users had been considered and built into the formula, as this would help to make the city more accessible, ensure safety for young people walking to school and give disabled people confidence to travel.

The Executive Member thereby

Resolved:

- i. To approve the adoption of the revised evaluation and prioritisation methodology and delegate authority to the Director of City Development to commence the initial stage assessment of all requested sites, both current and historic. This will enable the backlog of requests, which have built up over the previous few years.

Reason: The revised methodology is in line with current guidance and gives greater priority to need and future usage whilst addressing existing casualty issues and perception of danger of potential users. The methodology also enables prioritisation of specific requests for dropped kerb crossings to be undertaken independently of other crossings recognising this has its own separate budget.

- ii. To delegate authority to the Director of City Development to implement the active travel crossing programme and dropped kerb programme annually based on the outcomes of the revised evaluation and prioritisation process and the budgets allocated.

Reason: To ensure there are no additional delays in implementing the two programmes each year once the Transport capital programme has been approved at Executive level.

## **6. City Centre Anti-Terrorism Traffic Regulation (10:37am)**

The report was presented by Traffic Management Team Leader, who discussed officer recommendations concerning the Anti-Terrorism Traffic Regulation Order (ATTRO) and how the proposals would impact the city centre.

He acknowledged errors in terminology and contradictory wording that had been raised in public participation, assuring speakers that they would be corrected. Further acknowledging public participation, he also reassured speakers that day-to-day foot street traffic would not be impacted by the proposed order.

The Executive Member asked officers about the changes to current policing powers should the proposed Anti-Terrorism Traffic Regulation Order come into effect. The Traffic Management Team Leader advised that if the ATTRO were triggered, the Police would take control of city centre for the duration of the emergency.

The Executive Member noted that the order would keep the city centre safe from terrorist attacks and was in line with the preferences expressed in the council's 2023 blue badge consultation.

**Resolved:** To approve Option 1 – authorising the Director of City Development or his delegated officer to carry statutory consultation and advertisement of the proposal to make an Anti-Terrorism Traffic Regulation Order (ATTRO) for the city centre.

**Reason:** This option is in line with the decision made at the Executive decision session in October 2023 for development and consultation of an ATTRO. This option will allow the council the Council to progress the matter and undertake the consultation following on from the development of the ATTRO.

Cllr K Ravilious, Executive Member

[The meeting started at 10.01 am and finished at 10.46 am].



<b>Meeting:</b>	Executive Member for Transport Decision Session
<b>Meeting date:</b>	16/09/2025
<b>Report of:</b>	Garry Taylor – Director of City Development
<b>Portfolio of:</b>	Councillor Ravilious, Executive Member for Transport

## **Decision Report: Irwin Avenue Speed Management Scheme**

### **Subject of Report**

1. This report presents the findings of road safety feasibility work and consultation undertaken following receipt of a petition from residents of Irwin Avenue and Malton Avenue, Heworth. The petition was presented to Full Council by Councillor Douglas on 21 October 2021.
2. The residents “have very strong concerns about the danger to pedestrians caused by speeding traffic on the two streets” and petitioned the Council to consider their suggestions for how the neighbourhood can be made safer.
3. The Executive Member is asked to consider the findings and recommendations of the study and consultation and to approve the recommended action (Option 3) to withdraw the proposed scheme due to no consensus opinion being reached amongst residents to justify progression to implementation with the proposed option, but to commit to a future scheme to review the Dodsworth Avenue/Heworth Green junction in conjunction with the Movement and Place Plan.
4. The decision is required so that the council can respond in an appropriate manner and demonstrate that the concerns of all residents are being carefully considered and actions being progressed to address these concerns. The original proposal aimed to improve road safety conditions for the residents of Irwin Avenue and Malton Avenue by removing unnecessary traffic and would be in

line with the council's core objectives. However, the proposed scheme does not provide a strategic approach to improving road safety and would only achieve localised benefits.

## Benefits and Challenges

### Benefits

5. The scheme, as proposed and if implemented, will meet the original desire from residents to remove unnecessary traffic from Irwin Avenue by preventing traffic from diverting off Dodsworth Avenue to avoid queues at the Heworth Green junction. A reduction in traffic on Irwin Avenue will provide localised road safety benefits and reduce noise, although this is minimal due to low levels of traffic involved.
6. The original proposal presented a well-balanced and considered solution to meet the request of residents as outlined by the petition.

### Challenges

7. The project is funded from the speed management programme and has a budget of £4k to complete the design process. The estimated scheme cost (including fees and implementation costs) is £31.3k and funding for design and delivery of the scheme in 2025/26 is included in the Capital Programme.
8. Despite the initial views of the residents in the petition, consultation with all 82 properties on Irwin Avenue and Malton Avenue has demonstrated that there is not a consensus view of support. Many did not agree that the concerns raised via the petition are evidenced and consider that no action is required.
9. Results are included in **Annex D** and summarised in the consultation section of this report.
10. Others cited the difficulties for vehicles to exit Dodsworth Avenue onto Heworth Green as the main cause of the problems encountered, specifically queuing from the junction resulting in vehicles diverting through Irwin Avenue. Several of the residents consider that a more appropriate solution would be to modify the Dodsworth Avenue / Heworth Green junction and introduce facilities there to reduce the queuing and make exit onto Heworth

Green easier. In addition, the Civic Trust identified heavy traffic on Dodsworth Avenue as the source of the problem and recommended exploring measures to reduce traffic flow on Dodsworth Avenue. These wider interventions are beyond the scope of any scheme currently in the capital programme.

## **Policy Basis for Decision**

11. The Speed Management programme aims to promote safer driving and greater compliance with signed speed limits and are usually identified through the speed management protocol (SMP) in conjunction with the York and North Yorkshire Safety Partnership. Projects are supported by factual evidence of speeding alongside a review of accident records.
12. This scheme has been developed in response to concerns being raised by residents via petition. Concerns about speeding had been raised with North Yorkshire Police prior to the petition being submitted and was reviewed as part of the normal SMP procedure. Details of the recorded speeds are shown in **Annex C** and demonstrate that compliance with the speed limit is good, with the only exception being the 85th percentile speed (eastwards) which was above the enforcement limit, particularly during evening hours. The proposed scheme addresses this issue whereas the recommended option to suspend the scheme would not achieve the desired results.
13. This scheme reflects the four core commitments:

- **Equalities and Human Rights**

14. By referencing national guidance in developing potential solutions, which will address the road safety concerns of residents, the proposal reflects best practice and offers appropriate responses to the concerns and does not have any intentional or unintentional bias built into its aims and outcomes.
15. Engagement has been undertaken with residents and key stakeholder groups (including equality/accessibility groups) to determine their views on the proposed scheme, and consideration has also been given to suggestions put forward as part of the consultation exercise.

16. An Equality Impact Assessment (EIA) has been undertaken and has demonstrated that the proposal has a slightly beneficial impact on some protected characteristic groups and no differential impact identified for others. The Access Officer is supportive of the proposals.

- **Affordability**

17. Not applicable – this scheme does not have any impact on affordability.

- **Climate –**

18. The introduction of low-key measures avoids the need for substantial, disruptive construction. The measures serve to remove undesirable traffic which uses Irwin Avenue as an alternative route to avoid queuing on Dodsworth Avenue at its junction with Heworth Green.
19. Any improvements to the Dodsworth Avenue / Heworth Green junction are outside the scope of this project so queuing, with the associated concerns of noise and air pollution, will continue. The vehicles which currently divert onto Irwin Avenue will be forced to join the queues, although the numbers are low.
20. Residents living on the length of Irwin Avenue which will become one-way will also be required to exit onto Dodsworth Avenue and contribute to the potential queuing concerns, albeit, again, the numbers would be minimal at any one time.
21. The proposed scheme doesn't significantly help to reduce driven miles, which is a core objective of the climate change strategy and transport strategy.

- **Health –**

22. The proposed measures serve to reduce the use of Irwin Avenue by unnecessary traffic and thereby improve local conditions so that pedestrians, cyclists and other road users can travel more safely. Some residents have indicated that they have young children who walk or cycle to school nearby, whilst others walk dogs. The safer environment will in turn lead to improved health and wellbeing.

23. Whilst improvements are expected on Irwin Avenue and Malton Avenue, the queuing issues experienced on Dodsworth Avenue will not be addressed and so will not present any associated benefits to health and wellbeing.

## Financial Strategy Implications

24. The project is being progressed as part of the current Speed Management programme, through the Local Transport Capital Programme.
25. The estimated scheme cost (including fees and implementation costs) is £31.3k and this funding is currently available from the 2025/26 programme.
26. If the Executive Member agrees to the recommendation not to proceed, the available budget could be reassigned to other schemes in the speed management programme.

## Recommendation and Reasons

27. The Executive Member is recommended to approve **Option 3** to do nothing and leave Irwin Avenue as existing, but to commit to a future scheme to review the Dodsworth Avenue/Heworth Green junction in conjunction with the Movement and Place Plan.

Reason:

28. There is insufficient support from the local community to progress the project further and speeds on Irwin Avenue were found to be generally compliant. The volume of vehicles cutting through Irwin Avenue from Dodsworth Avenue was found to be very low.
29. The volume of motor vehicle traffic using Dodsworth Avenue and the difficulties for drivers exiting Dodsworth Avenue onto Heworth Green is seen by many to be the source of the problems.
30. In addition, the scheme does not provide a strategic approach to improving road safety and would only bring about localised benefits.

## Background

31. The Council received a petition from residents of Irwin Avenue and Malton Avenue, Heworth. It was presented to Full Council by Councillor Douglas on 21<sup>st</sup> October 2021.
32. The residents raised “very strong concerns about the danger to pedestrians caused by speeding traffic on the two streets” and petitioned the Council to consider their suggestions for how the neighbourhood can be made safer.
33. Of the 42 residents (representing 37 of the 82 households) who signed the petition, the most favoured solution is to block Irwin Avenue as a through road from Dodsworth Avenue and make the junctions at Dodsworth Avenue and Malton Avenue onto Heworth Green left turn only to help with traffic flow.
34. A report acknowledging receipt of the petition was presented to the Executive Member for Transport Decision Session meeting in January 2022. It was resolved that the Chief Operating Officer be recommended to note the petition and updates given in the report, and approve the proposed way forward for the resolution of the items raised in the petitions. As a result, the project was included in the 2022/23 Speed Management Scheme (SMS) programme for review at feasibility study stage.
35. It was also decided that the project be reported back to an Executive Member decision session for a decision on how to proceed following completion of the feasibility study and to feedback on consultation.
36. The project was added to the 2022/23 Speed Management programme and a feasibility study was undertaken to investigate the key concerns / issues and to consider potential options for progression to design and delivery.
37. The study took account of available data (speed surveys, accident records, traffic flow data, existing restrictions) in consideration of the views of residents.



38. A range of potential solutions were considered, and the proposed option (**Option 1, Annex B**) was considered to offer the desired results and benefits.
39. The option to “block” Irwin Avenue as a through route was considered at feasibility stage. A point closure at the Dodsworth Avenue end of Irwin would achieve the “desired” result of preventing the use of Irwin Avenue as an alternative route to avoid queues on Dodsworth Avenue but would require all traffic from Irwin Avenue and Malton Avenue to use the Malton Avenue / Heworth Green junction, potentially increasing the likelihood of conflict at the junction and, hence, increasing the need for improvements at the junction to facilitate safe turning facilities. A zebra crossing is already proposed on Heworth Green at this junction.
40. A point closure on Irwin Avenue would not remove the need for some residential traffic to still use Dodsworth Avenue and be subject to the same issues as with the one-way treatment. In some ways, a point closure is more restrictive than the one-way option.
41. The adjacent Heworth Green / Dodsworth Avenue TSAR scheme is considering improvements to the existing pedestrian crossing facility on Heworth Green. At the time of the Irwin Avenue study, signalisation of the junction was one of the options being considered but was found not to be justified.

## Consultation Analysis

42. Consultation on the proposed option (Option 1, Annex B) was undertaken with ward members between 7<sup>th</sup> – 21<sup>st</sup> March 2025 and was followed by a wider consultation with residents and key stakeholder consultees between 4<sup>th</sup> – 25<sup>th</sup> April.
43. Consultation with residents was undertaken by means of hand-delivered letters to each of the 82 properties on Irwin Avenue and Malton Avenue. A detailed description of the key findings of the report together with reasoning for the proposed scheme were included in the letters.
44. A summary of the feedback is provided in **Annex D** along with officer comments in response.

45. Of the stakeholder consultees, only First Bus, Royal Mail, York Civic Trust and York Cycle Campaign responded and did not raise any objection to the proposal. None of the equality/accessibility groups responded, however the Council's Accessibility Officer contributed to the content of the Equality Impact Assessment (**Annex E**).
46. Responses were received from 29 households (35% of the total number of properties). Of these:
- 10 of the 29 responses were supportive of the proposal (34.5%).
  - 18 were unsupportive / objected to the proposal measures (62%).
  - 1 did not indicate their preference (3.5%)

## **Options Analysis and Evidential Basis**

### **Option 1:**

**Proceed with option as per Annex B to introduce one-way restrictions on Irwin Avenue.**

47. This option will serve to prevent vehicles using Irwin Avenue and Malton Avenue as a convenient alternative route to avoid queuing at the Dodsworth Avenue/Heworth Green junction. This is the outcome requested by the petitioners.
48. The scheme will also provide a contraflow cycle lane, taking vulnerable users away from the busier Dodsworth Road route, as well as making minor changes to the Irwin Avenue junction with Dodsworth to support the "no-entry" restriction and make crossing the mouth safer.
49. The measures would be relatively inexpensive to implement, and funding is available to deliver this project in 2025/26.
50. Introduction of the one-way does place additional pressure on the queuing at Dodsworth Avenue but as the volumes of traffic diverting onto Irwin Avenue are low, this impact would be relatively minor.
51. Residents on the one-way section of Irwin Avenue would need to exit onto Dodsworth and not be able to exit via Malton onto Heworth Green, therefore being further affected by the Dodsworth Avenue traffic. This would also be the same if Irwin Avenue was "blocked off".

- 52. Only 35% of the households responded to the consultation. Of these only 10 households support the option (34.5% of the responses and 12% of the total number of households), whilst 18 objected to the proposed measures (62% of the responses and 22% of the overall number of households).
- 53. Furthermore, this option does not provide a strategic approach to improving road safety and would only deliver very localised benefits.
- 54. Consequently, there is insufficient support for the proposed scheme for officers to recommend it is progressed further.

**Option 2: Do nothing and leave Irwin Avenue as existing.**

- 55. As mentioned above, there is insufficient support of the proposed scheme despite the concerns and request raised in the original petition. Many of the residents do not consider there to be any road safety issues on Irwin Avenue and consider the proposed scheme to be unnecessary.
- 56. Several residents consider that the proposal does not address the main source of the concerns i.e. the difficulties for traffic to exit Dodsworth Avenue onto Heworth Green and the resultant queuing of traffic on Dodsworth.
- 57. Residents have argued that the petition, signed by 37 households (45% of the total number of properties) does not fairly or fully represent the views of residents.
- 58. If the scheme is halted and not delivered, the only costs incurred against the project would be the design fees incurred to date. The remaining budget could be reassigned to other projects in the programme.

**Option 3:**

**Do nothing and leave Irwin Avenue as existing.**

**Commit to future scheme to review the Dodsworth Avenue/Heworth Green junction.**

- 59. The analysis is as for option 2.

60. In recognition of the views of many that the Dodsworth Avenue / Heworth Green junction is the main cause of any issues being experienced, a commitment ought to be made to fully review the junction and to promote a scheme which addresses the concern in line with our transport strategy and commitment to reduce driven miles and increase access to sustainable travel options. This commitment would be to the satisfaction of those residents who have raised concerns about the queuing.
61. Traffic signalisation is considered to be an appropriate means of managing traffic at the Heworth Green/Dodsworth Avenue junction by some of the residents, however this is currently not being considered as part of any current project. The initial view of officers is that the signalisation would not offer much improvement to Dodsworth Avenue traffic despite turning movements being better managed by the signals. It is considered that signals could create more frequent queuing which may in turn push additional vehicles onto Irwin Avenue.
62. An assessment would need to be undertaken to consider the overall impact of such a scheme alongside those at nearby junctions where similar solutions are being proposed. This assessment is being considered with the aim of promoting a review of the potential impact of the several proposed schemes along the Monkgate to Monk Cross corridor.
63. The schemes being developed along the Monkgate – Malton Road corridor are outlined below:
  - a) Monkgate Roundabout Local Safety Scheme (LSS) – aiming to address road safety concerns at the highest-ranking accident cluster site, with the current preferred option being to introduce traffic signals to replace the roundabout.
  - b) Heworth Green/Dodsworth Avenue TSAR – replacement/refurbishment of the existing pedestrian crossing on Heworth Green.
  - c) Heworth Green/Stockton Lane LSS - aiming to address road safety concerns at another high-ranking accident cluster site, with the current preferred option to introduce traffic signals to replace the roundabout. Interim improvements have recently been made in conjunction with a resurfacing scheme.
  - d) Local Cycling and Walking Improvements (LCWIP) along Heworth Green and Malton Road – details not developed as yet.

- e) Jockey Lane / Monks Cross Link Danger Reduction (DR) scheme to improve road safety by reducing conflict manoeuvres at the busy junction.
  - f) Improvements to the Heworth Green/Eboracum Way junction are proposed under future TSAR/maintenance programmes.
  - g) Ongoing developments off New Lane, Huntington and the potential development of the Sainsbury site and any resultant schemes being generated are also under consideration.
64. Installing signals at the Dodsworth Avenue junction is likely to reduce capacity along Heworth Green especially if other proposed projects are progressed as currently proposed. Options other than signals could be explored as part of the junction review and wider considerations within the Movement and Place Plan for the city.

## Organisational Impact and Implications

65. The project will have the following implications:

- ***Financial.***

There are currently no financial implications arising from the recommendations in this report.

If the Executive Member agrees with the recommendation not to proceed, the allocated budget may be reassigned to other schemes within the Speed Management Programme.

If the project proceeds, it will be funded from the Speed Management Programme budget for 2025/26. The estimated cost of the scheme is £31.3k, which includes fees and implementation costs.

Any additional costs associated with this scheme will reduce the funding available for other schemes within the programme.

- ***Human Resources (HR)***

There are no HR, ICT or Business Support implications

- ***Legal, contact: Head of Legal Services.***

Any capital works, and any supplies of goods and/or services relevant to the proposed scheme under Option 1, or any future scheme under Option 3 must be commissioned in line with the Council's Contract Procedure Rules and (where applicable) the Procurement Act 2023. Legal Services shall be consulted with regarding the drafting and completion of any related contracts.

Should Option 1 be approved any Traffic Regulation Order or variation required shall be implemented in accordance with the procedural requirements of the Road Traffic Regulation Act 1984. In making decisions on Traffic Regulation Orders, the Council must consider the criteria within Section 122 of the Road Traffic Regulation Act 1984 and, in particular, the duty to make decisions to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians). The balance between these considerations must come to the appropriate decision.

- ***Procurement***, contact: *Head of Procurement*.

No comments provided.

- ***Health and Wellbeing***.  
Road safety has significant implications for public health. Cars offer great convenience and mobility but can also reduce the mobility of others – discouraging walking, cycling and scooting because of the way the built environment is designed to favour cars. However, it is important that we bring the whole community along with us when making changes and therefore agree with the recommendation of Option 3 is followed to facilitate this.
- ***Environment and Climate action***.  
The low levels of traffic mean that any change will likely have a limited material impact on operational emissions from vehicles in the area. The introduction of low-key measures avoids the need for construction and associated embodied emissions.
- ***Affordability***  
*A full equalities impact assessment is included at Annex E and did not identify any negative impacts of the scheme.*
- ***Equalities and Human Rights***

*A full equalities impact assessment is included at Annex E and did not identify any negative impacts of the scheme.*

- **Data Protection and Privacy**, contact: [information.governance@york.gov.uk](mailto:information.governance@york.gov.uk) - every report must consider whether to have a Data Protection Impact Assessment (DPIA) and this section will include the compliance requirements from the DPIA or explain why no DPIA is required.

*No comments provided.*

- **Communications.**

Any further work in the area undertaken as part of the movement and place programme will be picked up as part of communications around that wider priority.

- **Economy.**

An efficient transport network is an essential component of a robust and resilient economy, and it is therefore welcomed that a 'root cause' solution to the issues identified by residents is proposed to be explored'.

## **Risks and Mitigations**

66. The risks are largely set out above.
67. There is no consensus support for the proposed scheme as many residents consider that the issues raised in the petition are not evidenced and that the source of the concerns lie at the Dodsworth Avenue / Heworth Green junction. Proceeding with the delivery of the proposed scheme would not meet the expectations of the majority and would be seen as an inappropriate use of the funding.
68. Proceeding with the delivery of the proposed scheme could result in the council's reputation being at risk of severe criticism.
69. There is sufficient budget available to deliver the scheme but if the view of most residents is that the proposals will not address the main areas of concern then this would be seen as a waste of resource, with funds better used elsewhere.

## **Wards Impacted**

Heworth ward



## Contact details

For further information please contact the author of this Decision Report.

### Author

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<b>Job Title:</b>	Highway Engineering Design Manager
<b>Service Area:</b>	Transport
<b>Telephone:</b>	07983 953303
<b>Report approved:</b>	Yes/No
<b>Date:</b>	23/07/2025

## Background papers

18/01/2022 Executive Member decision session report

### Annexes

Annex A – Petition front sheet  
 Annex B – Proposed Layout  
 Annex C – Speed and traffic data  
 Annex D – Consultation Responses  
 Annex E – Equality Impact Assessment

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## Annex A – Irwin Avenue/Malton Avenue petition

## Petition to City of York Council from the residents of Irwin and Malton Avenue, YO31 7TX

The residents of Irwin and Malton Avenues have very strong concerns about the danger to pedestrians caused by speeding traffic on the two streets and petition the Executive to consider their suggestions for how the neighbourhood can be made safer.

Of the 42 residents and 37 households who have signed the petition the most favoured solution is to block Irwin Avenue as a through road from Dodsworth Avenue and make the junctions at Dodsworth Avenue and Malton Avenue onto Heworth Green left turn only to help with traffic flow.

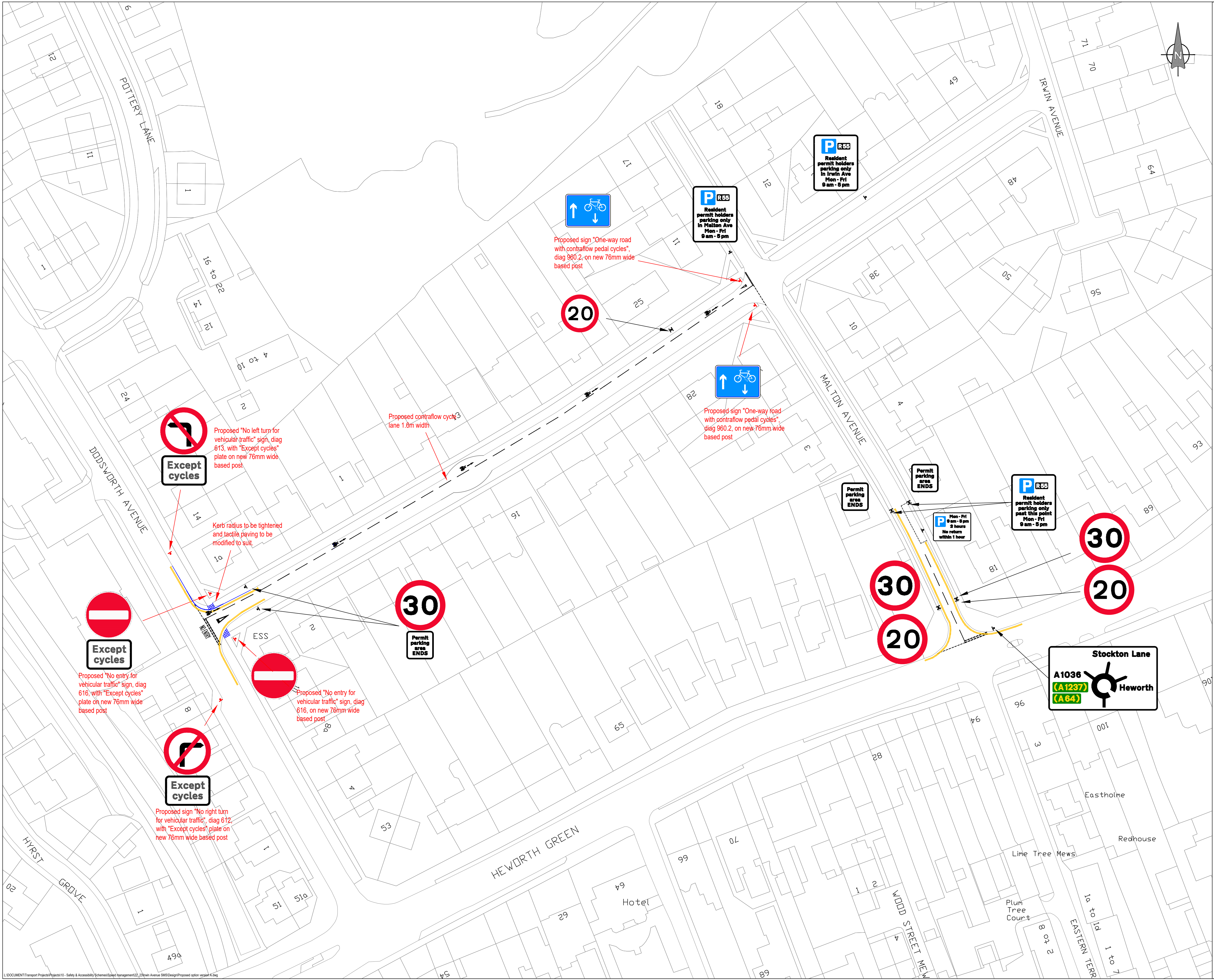
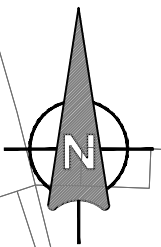
I urge you to consider the residents concerns and work with the community to improve road safety on Irwin and Malton Avenues.

Submitted at Full Council on 21<sup>st</sup> October 2021 by Cllr. Claire Douglas (Heworth)

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NOTES:



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DESIGN

Revision	By	Checked	Approved	Date	Description



Highways Engineering Design  
Eco Depot, Hazel Court, James Street, York, YO10 3DS  
www.york.gov.uk

Project  
Speed Management Programme  
SM02/22 Irwin Avenue SMS

Drawing  
Irwin Avenue:  
Proposed one-way with advisory contraflow cycle lane  
Option 1

Drawn by	DM/DF	Date:	Oct 2024
Checked by	HV	Date:	Oct 2024
Authorised by	HV	Date:	Oct 2024

Drawing No.	Revision
220018/DES/100/01	

Drawing Scale:	1:500	A1
CAD Filename:	Computer Filename	Plot Scale: 1:00

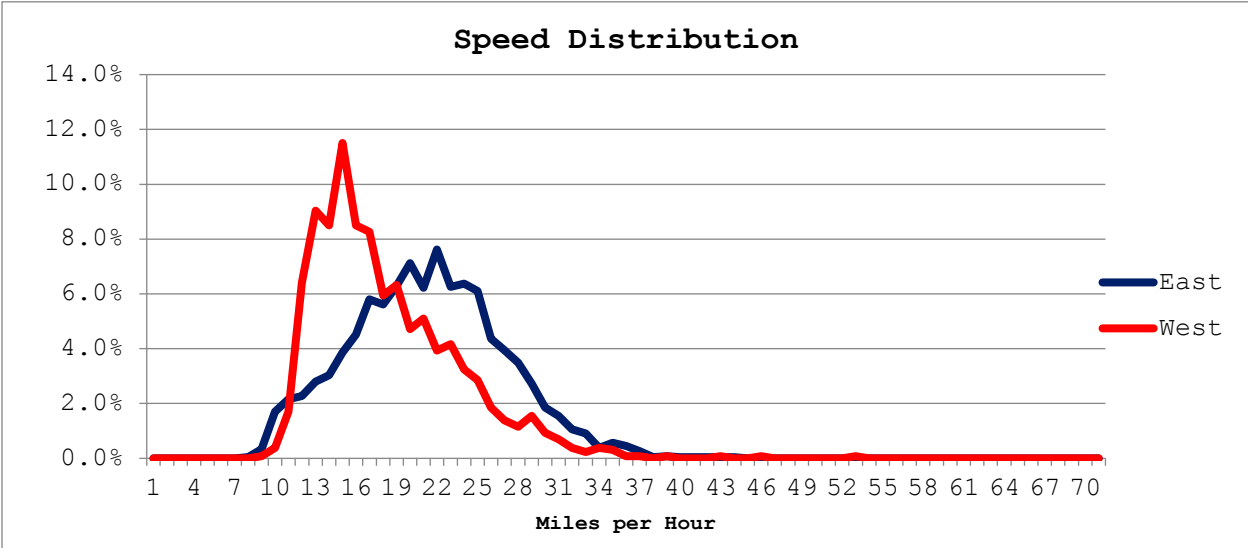


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IRWIN AVENUE / MALTON AVENUE SMS  
SPEED SURVEY RESULTS AND TRAFFIC DATA

Speed Survey Data

Survey undertaken between 28 October and 8 November 2021  
Speed limit 20mph, ACPO enforcement speed 24mph.



Key speed statistics:

Direction	East	West		Mean speed	East	West
Mean	20.26	17.22		Midnight – 7am	19.95	20.50
85 <sup>th</sup> percentile	26	23		7am – 9am	18.59	17.74
95 <sup>th</sup> percentile	30	27		10am – 3pm	19.90	16.33
Top speed	43	52		4pm - 6pm	21.60	17.29
Percentage above enforcement speed	21.9	9.3		8pm - Midnight	19.05	18.59
Percentage above speed limit	48.2	23.6				

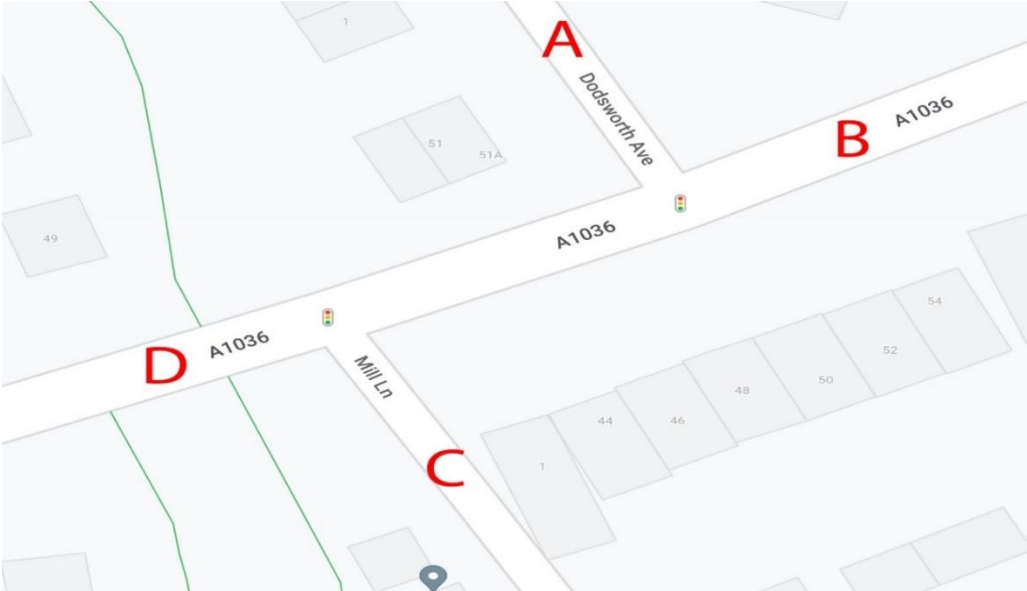
Traffic data – Irwin Avenue

Flow data – Irwin Avenue (Eastbound)

	00:00-01:00	01:00-02:00	02:00-03:00	03:00-04:00	04:00-05:00	05:00-06:00	06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00	Average Daily Flow	Average AM Peak Flow (7-9am)	Average PM Peak Flow (4-6pm)
Average	1	1	1	0	0	0	0	1	5	17	9	14	19	19	17	20	25	34	32	12	7	5	4	3	210	6	59
Weekday average	1	1	0	0	0	0	0	1	7	23	10	17	22	20	20	24	32	47	44	15	7	5	4	3	267	8	79
Weekend average	1	1	1	1	1	0	0	1	2	5	6	9	14	17	13	13	12	11	12	8	6	4	4	4	114	2	22
Monday average	2	3	0	0	0	0	1	1	7	22	8	8	24	13	10	14	26	43	29	9	9	4	1	2	204	8	69
Tuesday average	1	0	0	1	0	0	0	0	10	30	8	10	15	14	16	14	27	42	57	22	9	6	4	4	243	10	69
Wednesday average	2	0	0	0	0	0	0	0	6	31	10	19	9	18	13	22	26	51	64	23	7	7	3	1	269	6	77
Thursday average	0	1	1	0	0	0	1	0	4	20	8	15	21	18	13	23	32	47	36	12	7	5	6	4	236	4	78
Friday average	2	1	1	0	0	0	0	4	7	19	15	24	30	28	38	38	42	51	43	14	6	4	3	2	336	11	93
Saturday average	1	1	2	1	1	0	0	1	3	7	10	12	20	21	14	17	15	12	13	10	7	6	2	3	142	4	27
Sunday average	2	1	0	1	1	0	0	0	0	4	3	7	9	14	11	10	9	9	12	6	6	3	5	5	85	0	18

Flow data – Irwin Avenue (Westbound)

	00:00-01:00	01:00-02:00	02:00-03:00	03:00-04:00	04:00-05:00	05:00-06:00	06:00-07:00	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	18:00-19:00	19:00-20:00	20:00-21:00	21:00-22:00	22:00-23:00	23:00-24:00	Average Daily Flow	Average AM Peak Flow (7-9am)	Average PM Peak Flow (4-6pm)
Average	2	1	0	1	0	0	0	3	4	7	25	11	9	9	6	7	7	6	6	5	5	4	1	2	99	7	13
Weekday average	2	1	0	0	0	0	0	3	5	9	8	6	8	7	6	8	8	6	6	5	5	4	1	2	79	8	14
Weekend average	1	1	1	1	0	0	0	2	2	5	55	18	10	13	6	6	6	6	6	5	5	4	2	2	133	4	12
Monday average	3	2	0	0	0	0	1	3	7	8	8	7	9	2	7	9	7	5	4	3	7	3	1	0	75	9	12
Tuesday average	2	0	0	1	0	0	0	0	6	10	4	7	5	6	9	5	4	9	11	3	4	6	0	2	76	6	13
Wednesday average	1	1	0	1	0	0	0	1	4	9	11	5	6	11	7	7	5	6	5	7	4	4	0	3	77	5	11
Thursday average	2	1	1	0	0	0	1	4	4	9	7	6	9	8	3	6	9	3	6	3	5	5	3	1	74	8	12
Friday average	1	1	0	1	1	2	1	5	6	10	9	5	9	7	8	11	11	7	5	8	6	2	1	2	90	10	18
Saturday average	1	1	1	1	0	1	0	4	3	2	7	5	6	9	6	9	9	4	6	7	6	3	2	2	67	7	13
Sunday average	2	1	1	1	0	0	0	1	1	8	104	31	14	17	6	4	3	8	6	4	4	5	2	3	200	2	11



Turning manoeuvres - Dodsworth Avenue/Heworth Green junction

Traffic counts were undertaken to inform the Heworth Green/Dodsworth Avenue TSAR scheme, on Tuesday 26/04/2022 between 7am – 7pm.

Only the movements exiting Dodsworth Avenue onto Heworth Green have been shown.



Movements	A to B								A to C								A to D							
Time	CAR	LGV	OGV1	OGV2	BUS	M/C	P/C	Total	CAR	LGV	OGV1	OGV2	BUS	M/C	P/C	Total	CAR	LGV	OGV1	OGV2	BUS	M/C	P/C	Total
07:00- 08:00	84	19	2	0	0	1	5	111	9	4	0	0	0	0	3	16	12	6	0	0	1	0	1	20
08:00 – 09:00	182	25	5	0	0	2	2	216	23	1	0	0	0	0	5	29	18	3	1	0	1	1	3	27
09:00 – 10:00	143	17	1	0	0	1	2	164	20	10	2	0	0	0	0	32	14	3	0	0	1	0	4	22
10:00 – 11:00	96	15	1	0	0	1	1	114	16	3	0	0	0	1	2	22	9	3	0	0	1	1	2	16
11:00 - 12:00	135	18	5	1	0	0	3	162	21	1	0	0	0	0	3	25	16	6	2	0	1	0	2	27
12:00 – 13:00	175	21	6	0	0	1	3	206	15	8	0	0	0	0	0	23	16	2	1	0	1	0	0	20
13:00 – 14:00	139	25	2	0	0	2	0	168	12	2	1	0	0	0	0	15	17	3	2	0	1	0	4	27
14:00 – 15:00	156	19	1	0	0	0	1	177	19	7	0	0	0	1	1	28	19	2	0	0	1	0	3	25
15:00 – 16:00	187	18	3	0	0	0	0	208	24	0	0	0	0	0	0	24	25	4	1	0	1	0	4	35
16:00 – 17:00	248	24	2	0	0	1	3	278	22	3	0	0	0	1	0	26	19	2	0	0	1	0	2	24
17:00 – 18:00	252	12	0	0	0	0	1	265	23	1	1	0	0	0	2	27	19	1	0	0	1	0	3	24
18:00 – 19:00	191	19	2	0	0	2	1	215	21	1	0	0	0	0	4	26	19	3	0	0	1	1	3	27
Total	1988	232	30	1	0	11	22	2284	225	41	4	0	0	3	20	293	203	38	7	0	12	3	31	294
PCU value	1.00	1.00	1.25	1.40	2.00	0.40	0.20		1.00	1.00	1.25	1.40	2.00	0.40	0.20		1.00	1.00	1.25	1.40	2.00	0.40	0.20	
PCU total	1988	232	37.5	1.4	0	4.4	4.4	2267.7	225	41	5	0	0	1.2	4	276.2	203	38	8.75	0	24	1.2	6.2	281.15

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# Annex D:

## Irwin Avenue Speed Management Scheme Feedback from consultation

### WARD MEMBERS

#### **Councillor R Webb:**

Could you confirm whether there is a budget earmarked for this work or not?  
I am broadly in favour of any measures that reduce traffic flow through side streets, but I think we would have to take this back to residents to get a final view.  
It is a shame that wider improvements to the Dodsworth Ave/ Heworth Green junction aren't being considered as this is a major cause of the problems.

#### **Officer response:**

The project will need to be reported to Executive Member decision session in due course for a decision on the way forward.  
With regards funding, delivery of this project is currently aimed for 2025/26.  
However, there is a wider review of the capital programme being undertaken and no details of the proposed programme have been released yet. Consultation with residents will be undertaken once feedback/comments from members has been received. Residents will be afforded the chance to comment on the proposals.  
The Dodsworth Avenue/Heworth Green TSAR scheme is being progressed by another team.

### STATUTORY CONSULTEES

#### **Head of Network, First Bus:**

We have no objections to this scheme.

#### **Royal Mail:**

Having looked at the proposals for Irwin Avenue SMS I cannot see any major impact caused to our day-to-day activity. The road itself is served by a high-capacity trolley duty (no vehicle for this duty) the only times it would impact our operation is for large parcels delivery down this street and we just have to make minor amendments to our route on occasion.

#### **York Civic Trust:**

I am supportive of the proposal to make the western arm of Irwin Avenue one way westbound, as the simplest solution to traffic using the road to avoid delays at the Dodsworth Avenue/Heworth Green junction.

I had a couple of comments on the detail of your email. Firstly, I note that the petition was in 2021; I assume that the problem still persists. Secondly, it is the 85<sup>th</sup>ile speed which is relevant here; the mean speed can readily disguise problems of misuse.

More generally, the underlying problem is the misuse of Dodsworth Avenue itself. This is a residential road and should ideally not be being used for through traffic. York Civic Trust identified it in discussions on the Council's Local Transport

Strategy in 2023 as a potential quick win for demonstrating that the Council wishes to rebalance movement and place.

We very much hope that schemes like this will be included in the Movement and Place Plan, which was promised in the July 2024 Local Transport Strategy, as is supposed to be completed before the end of 2025.

**Officer response:**

The problem does still persist.

The 85<sup>th</sup> percentile speeds have been considered and are only a concern for eastbound traffic. Recordings show the 85<sup>th</sup> percentile eastbound as 26mph, which exceeds the ACPO enforcement speed.

Any improvements to the Dodsworth Avenue/Heworth Green junction are outside the scope of this project. Dodsworth Avenue is a distributor road linking Huntington Road to Heworth Green and is a key traffic route. Recorded traffic flows (taken over a 12-hour period) showed a total of over 2280 vehicles travelling towards Heworth Green along Dodsworth Avenue, with the majority being cars.

**York Cycle Campaign:**

York Cycle Campaign generally supports the proposed design. We especially appreciate the installation of the contraflow cycle lane, and we support the reduction in kerb radius to prioritise pedestrian and cyclist safety over vehicle speed through turns. We encourage more uses of these design features in other projects.

We seek more clarity on the interaction between parking and the Irwin Ave cycle lane:

- a) Will on-street parking be allowed on the south side of Irwin Ave (the side opposite the cycle lane)? If so, the width of the street suggests that moving vehicles would have to utilise the contraflow cycle lane to drive around parked vehicles.
- b) Cycle lanes are commonly used as parking spaces for vehicles loading and unloading. This is a particular hindrance to cyclist safety in contraflow lanes where cyclists are pushed into oncoming traffic. Can the plan address how it will deter parking in the cycle lane? In low traffic streets like Irwin Ave, double-yellow lines adjacent to the cycle lane and designated loading spots on the opposite side of the street could discourage parking in the cycle lane with minimal cost overhead.

Lastly, some of the signs in the PDF map contain text which is too blurry to read. We have not been able to evaluate how they influence the design.

**Officer response:**

Irwin Avenue is currently 4.9m wide. The proposed advisory cycle is to be 1.6m wide, leaving 3.3m for the one-way traffic flow.

Each of the properties on Irwin Avenue and Malton Avenue have off-street parking available. Both roads lie within the R55 Resident permit holders parking zone (Mon-Fri 9am – 5pm) so parking is controlled. On-street parking does occur but appears to be limited.

A parked vehicle on the southern side is likely to cause a passing vehicle to overrun into the cycle lane. This is permitted. The risk of this occurring concurrent to a cyclist using the cycle lane is likely to be very low and is an acceptable risk.

As the cycle lane is advisory, parking is generally allowed. Vehicles can park in the lane unless prohibited by signage or parking restrictions. Motorists should avoid parking in advisory cycle lanes if it is not necessary, as they are designated areas for cyclists. The permit zone manages parking on the Avenues to permit holders only, but loading and unloading is still permitted. There are no proposals to introduce waiting restrictions due to the presence of the permit zone.

## **RESIDENTS**

### **Resident #1**

If the traffic flow is made one way westward onto Dodsworth avenue, then that would mean that the traffic holdup on Dodsworth avenue would be made worse because we the residents would have to join the queue on Dodsworth Avenue. it is already very long at times. This is not the answer to the problem.

What is needed is residents only on Irwin Avenue then traffic lights on Dodsworth junction with Heworth Green. This will help the flow and stop the need for people to come down Irwin Avenue.

If someone who lives in Irwin Avenue is going home along Dodsworth Avenue and would then have to wait at the junction on Dodsworth Avenue to get on Heworth Green and block the road which is already blocked. That is the reason people's use Irwin Avenue because they have to wait for a long time to get onto Heworth Green. It would be chaos. Please make Irwin Avenue access only then put traffic lights on the junction Dodsworth avenue /Heworth green. That is the best way to sort out this problem.

### **Officer response:**

The petition requested measures which prevented traffic using Irwin Avenue as an alternative route to Dodsworth Avenue. The average daily traffic flow on Irwin Avenue (eastbound from Dodsworth Avenue) is 267 vehicles. During the AM peak (7:00-09:00am), the weekday average flow is 8 vehicles and PM peak (4:00-6:00pm) 79 vehicles.

Any improvements to the Dodsworth Avenue/Heworth Green junction are outside the scope of this project. Dodsworth Avenue is a distributor road linking Huntington Road to Heworth Green and is a key traffic route. Recorded traffic flows (taken over a 12-hour period) showed a total of over 2870 vehicles travelling towards Heworth Green along Dodsworth Avenue.

Any traffic removed from Irwin Avenue will have to use Dodsworth. Taking the PM eastbound peak flow of 79 vehicles in a 2-hour period, this equates to an average of 40/hour or less than 1 vehicle / minute added to the queues.

The average volume of westbound traffic on Irwin Avenue is recorded as 79 vehicles/day, with an average PM peak of 14 vehicles over 2-hour period.

There are no current proposals to signalise the junction of Dodsworth Avenue / Heworth Green.

Introduction of a prohibition of access for motor vehicles (except for access) was considered at feasibility stage. In theory, this should address the issues being experienced by residents, however it is known that this type of prohibition is often abused by motorists and without enforcement, the concerns are not going to be addressed.

If it is complied with, and vehicles (other than those permitted) do not enter Irwin Avenue or Malton Avenue, then the issues of increased traffic on Dodsworth Avenue would still occur.

**Resident #2:**

I don't see this as necessary, in fact it will be equally disruptive to smooth traffic flow.

We experienced exactly this limitation during the construction of the waterworks last year and it was very difficult, funnelling traffic round onto Heworth Green and back in on Malton Avenue.

The extra traffic is frankly for about an hour on some afternoons, less so Friday as traffic is generally less.

I'd not bother with the scheme.

**Officer response:**

The petition requested measures which prevented traffic using Irwin Avenue as an alternative route to Dodsworth Avenue.

The resident's comments are noted.

**Resident #3:**

This is the **best thing that could possibly happen** to our two lovely roads. It's a brilliant solution, and hopefully will deter all the maniacs who use Irwin Avenue as a rat run from 4pm to 6pm.

We live at XXXXX, opposite a lovely family with a 4-year-old, plus a pet cat and dog in the vicinity, and our hearts are in our mouths every single evening that one of them will be mown down by white vans, taxis, Ubers, and boy racers in BMW's doing way more than 30 mph!

**We support this wholeheartedly**, and even the inconvenience of having to go round Heworth Green and back into Malton Ave will be worthwhile to stop this blight on our cul-de-sacs. Whoever came up with this deserves a medal.....

Just as an addition to my comments on the Irwin/ Malton Ave changes, we've spoken to people at the bottom of the cul de sac in Irwin Ave. Quite a few are going to oppose the changes apparently, but it's only fair to say that the reason is that they are not affected by the 2-hour rat runs as we are in Malton and Irwin top end. This should be taken into account at the meeting, as well as the OAP and student demographic in the lower end, whose car use is minimal and the inconvenience slight.

**Officer response:**

Each of the properties on Irwin and Malton Avenue have been afforded an equal opportunity to comment on the proposals. All responses are carefully considered.

**Resident #4:**

Reference your letter dated 4th April 2025 I find the contents a bit confusing.

Having lived here since November 2019 and witnessed multiple speeding vehicles on a weekly basis am fully supportive of preventative measures being implemented.

However, I have no knowledge of any consultancy around this during our time here and wondered how we have missed this?

Personally I would like the road blocking off but can see your dilemma with the extra traffic on an already busy Dodsworth Road. However surely if you make it one way westwards this will cause the same problem as traffic cannot leave Dodsworth anyway?

I am of course in favour of this but would equally like traffic calming in the form of 'sleeping policeman'.

Reference the parking it seems madness that the residents would have voted for the current system when surely a better approach would have been to issue one 'any vehicle' resident permit to each household? I understand this doesn't generate any revenue for you but feel it would be the best for the road.

Can I ask that I be included in any communications around matters that affect my road going forward?

I will wait for a response from you prior to submitting my preferences.

**Officer response:**

Residents submitted the petition via Councillor Douglas in late 2021. If this resident was living in the Avenue at the time, they would be aware of the issues and the petition requests. The resident has been given the same information about the proposal as all residents.

The concerns about traffic volumes, and queues on Dodsworth are documented above, as are officer responses.

A review of the resident permit scheme is not within the scope of this scheme. It is presumed that the permit scheme was introduced to restrict parking to residents only – its removal would open the Avenues up to commuter parking etc.

Traffic calming was not considered in detail, as the advice from members at the early stage of the project was that residents did not want calming measures. The proposed one-way would address the main areas of concern regarding speeding.

**Resident #5:**

I have lived here at XXXXX since 2009 and I am familiar with the traffic conditions in the street. From my point of view the proposal is totally unnecessary and I have never experienced difficulty either getting out of my drive in the car or walking across the road.

It is an unwarranted expenditure and I do not support this proposal.

**Officer response:**

The resident's comments are noted.

**Resident #6:**

In response to your invitation to comment on the above scheme, I wish to register my strong opposition to it.

This proposal would cause further congestion on Dodsworth Avenue which is significant in early morning and evening times. Occasionally I have seen cars exceeding the 20 mile speed limit but these are few and far between.

The current traffic regulations are working well and I see no reason to change them.

**Officer response:**

The impact on Dodsworth Avenue traffic and queuing are reported above.

The speeds recorded on Irwin Avenue show that mean speeds were showing good compliance of the signed limit. Most abuse occurs in an eastbound direction, with 22% of vehicles above the enforcement speed. The 85<sup>th</sup> percentile speed is only above the ACPO enforcement speed. Introduction of the one-way westwards would address this.

**Resident #7:**

I am writing to formally object to the proposed one-way restriction on Irwin Avenue as outlined in your recent letter regarding the Speed Management Scheme. While I acknowledge concerns regarding traffic speed and volume, I believe that the proposed measures will negatively impact local residents and the wider road network in several ways.

**Key Objections:**

**a) Stockton Lane Roundabout Must Be Prioritised First**

Your own assessment identifies the Stockton Lane roundabout as an "accident cluster site currently under review for improvement." Given that this location has a proven record of accidents, it is imperative that resources and attention are directed there before making any changes to Irwin Avenue, which has no recorded injury accidents. Addressing a known high-risk site should take precedence over implementing restrictive measures in an area where accident data does not justify such action.

**b) The Best Long-Term Solution Is Allowing Left Turns from Dodsworth Avenue and Malton Avenue.**



The simplest and most effective way to manage traffic in our area would be to convert the junctions from Dodsworth Avenue and Malton Avenue onto Heworth Green to left only turns. This would improve the overall traffic flow and significantly reduce the incentive for drivers to divert through Irwin Avenue and Malton Avenue.

However, as you have acknowledged, this cannot be done until the Stockton Lane roundabout is properly upgraded, as additional traffic being forced through that junction could make an already dangerous situation worse.

Instead of making Irwin Avenue one-way, the council should focus on fixing the Stockton Lane roundabout first, then implementing the left-turn solution.

**c) Increased Traffic on Adjacent Roads**

Redirecting traffic away from Irwin Avenue will inevitably lead to increased congestion on nearby roads, particularly Dodsworth Avenue and Heworth Green. These roads are already experiencing high traffic volumes, and this scheme may exacerbate queuing and delays.

**d) The Groves Low Traffic Neighbourhood Scheme Is the Root Cause of This Issue**

Your letter acknowledges that the increase in traffic on Dodsworth Avenue and the subsequent knock-on effect on Irwin and Malton Avenue is a direct result of the Groves Low Traffic Neighbourhood Scheme. Rather than implementing additional restrictions in our area, the more effective solution would be to reverse or amend the Groves scheme, allowing traffic to flow more evenly rather than displacing it onto surrounding residential streets.

Introducing a one-way restriction on Irwin Avenue does not address the root cause of the problem; it simply pushes the issue elsewhere, worsening traffic and congestion for local residents.

**e) Lack of Consideration for Alternative Solutions**

The proposal dismisses the implementation of traffic calming measures, despite evidence suggesting their effectiveness in reducing speed without restricting access. Measures such as speed bumps, chicanes, or additional signage should be explored before resorting to road restrictions.

**f) Potential for Increased Speeds**

One-way streets can sometimes encourage faster driving, as drivers perceive them as clear and uninterrupted routes. This could lead to unintended consequences, making the road even less safe for pedestrians and cyclists.

**g) Lack of Evidence of Safety Issues**

According to the study referenced in your letter, there were no recorded injury accidents on Irwin Avenue during the study period. While safety concerns should

always be taken seriously, the absence of accident data suggests that drastic measures such as a one-way restriction may not be necessary.

**h) Suggested Alternative Measures:**

Prioritise the Stockton Lane roundabout improvements as it is a known high-risk accident location.

Reverse or amend the Groves Low Traffic Neighbourhood Scheme to prevent unnecessary displacement of traffic onto surrounding residential roads.

Traffic calming measures such as speed bumps, raised crossings, or chicanes to naturally slow down vehicles without limiting access.

Improved enforcement of existing speed limits through signage and occasional police presence.

Resident consultation to ensure the concerns of the local community are fully considered before proceeding with restrictive measures.

In conclusion, while I fully support initiatives to improve road safety, I strongly believe that the proposed changes will create more problems than they solve. I urge the council to reconsider this proposal and instead focus efforts on addressing proven accident hotspots such as the Stockton Lane roundabout, as well as reversing the Groves scheme, which has been identified as a major contributor to increased traffic in our area.

**Officer response:**

- a) The roundabout at the junction of Heworth Green/Malton Road/Stockton Lane/Heworth Road is an accident cluster site location and a scheme is currently being progressed to address the main road safety issues experienced at the junction.

Maintenance work is planned for summer 2025 to resurface the junction and the length of Heworth green up to the Malton Avenue junction. Interim measures will be put into place at the roundabout at the time, in an attempt to manage the road safety concerns in advance of the main scheme.

- b) According to traffic flow data for Dodsworth Avenue, a total of 2870 vehicles travel along Dodsworth towards Heworth Green over a 12-hour period. 80% of these were recorded as turning left towards the roundabout.

The suggestion to convert the exits for Dodsworth Avenue and Malton Avenue left-turn only onto Heworth Green was considered and dismissed due the fact that the roundabout is an accident cluster site and enabling this restriction would send more traffic to the roundabout, potentially exacerbating the road safety issues there.

- c) The volumes of traffic diverting along Irwin Avenue are relatively low. As discussed above, any traffic removed from Irwin Avenue will have to use Dodsworth. Taking the PM eastbound peak flow of 79 vehicles in a 2-hour period, this equates to an average of 40/hour or less than 1 vehicle / minute added to the queues.

- d) There are no proposals to reverse or amend the Groves LTNB project.

- e) Evidence has shown that the only concern about speeding on Irwin Avenue relates to eastbound traffic during the PM peak. This would be addressed by the proposed one-way restriction. Information from Councillors at the commencement of the study identified that residents did not want traffic calming. Monitoring, including a speed survey, would be undertaken following introduction of the proposed scheme to assess the success of the measures. If speeding is found to be still occurring, then additional steps may be required to manage the issue. The feasibility study did consider various alternative options.
- f) It is recognised that speeding could increase for westbound traffic if the route is made one-way. As mentioned above, traffic calming was not considered as the proposed solution addresses the current speeding issues. Monitoring will take place upon completion.
- g) Irwin and Malton Avenue do not have a recent history of injury incidents. Damage-only or near miss records are not available. Residents have raised concerns about road safety and at least one has referenced a number of accidents (without providing evidence).

Enforcement of speeding offences is undertaken by North Yorkshire Police.

This scheme was initiated following submission of a petition, on behalf of residents of Irwin and Malton Avenue, therefore the community were involved in defining the areas of concern.

**Resident #8:**

I've received the letter proposing to make Irwin Avenue one-way. I'm absolutely thrilled and would like this to happen as soon as possible.

The speeding traffic on an evening is scary for children and cats.

I understand this will cause some inconvenience to residents, but I believe the value and safety benefits outweigh this.

**Officer response:**

Comments noted.

**Resident #9:**

I have reviewed the plan for Irwin Avenue and think the proposal looks very good. Ideally the resident parking restrictions being lifted also would be my preferred option, as this would assist with slowing the traffic even more.

Thank you for taking the time to look at this and once implemented will enhance the environment for the residents.

**Officer response:**

Comments noted.

A review of the residents' parking is not part of the remit of this scheme. However, retention the parking restriction will serve to manage parking on the two streets and prevent commuter parking by others. Parking has been shown to "manage" vehicle speeds whereas removal of on-street parking opens up the route and encourages increased speeds.

**Resident #10:**

I am broadly in favour of a speed management scheme because Irwin Ave has been increasingly used as a short cut by traffic trying to avoid the Heworth Green-Dodsworth Ave junction. I have two concerns with the proposed scheme however. Firstly, when leaving my home at number XX Irwin Ave, I turn right and turn down Malton Ave to reach Heworth Green. I do this to avoid the frequently congested and dangerous junction where Dodsworth Ave meets Heworth Green. I would not be able to do this under the proposed scheme. Secondly, I am unsure if residents would be able to continue parking their cars on the side of Irwin Ave where the proposed cycle route is intended. As we campaigned for permit parking I would be unhappy to lose this.

My preferred option would be to lay effective speed bumps on Irwin Ave, which would keep Irwin Ave open as an alternative route to avoid congestion at the Heworth Green junction, while making it more likely drivers will keep to the 20mph limit.

**Officer response:**

The one-way would mean that this resident would need to exit onto Dodsworth Avenue. The impact of joining the more heavily trafficked route is discussed above.

The ability to park within the cycle lane is also discussed above. The resident parking is not to be amended in any way, but no on-street parking availability will be lost. All properties have off-street parking.

Residents had stipulated to Councillors that they did not want traffic calming. Such measures are not required under the current proposal.

**Resident #11:**

The suggestion is that making Irwin Avenue one way from this point will make it safer for the residents, safer than what? I have lived here for over 50 years and to my knowledge there has never been an accident here. When Rowntree's factory was working at its busiest Irwin Avenue was used as a short cut by both cars and cyclists several times a day, no problems then. By closing Irwin Avenue to traffic turning from Dodsworth Avenue will be causing more danger, it will put pedestrians at risk like myself, as it will cause a backup in traffic and pedestrians unable to get across Dodsworth Avenue safely, especially if you have mobility problems.

Heworth Green is already getting busier every day with the build up of traffic to Monks Cross and on a match day at Vangard it is almost impossible to get out of Dodsworth Avenue, so we residents of Irwin Avenue would have this to look forward to if we were travelling down Dodsworth and not able to just turn into Irwin if it is closed at this end and putting extra time on our journey home.

Who are these residents who feel unsafe when there is at least a 1m grass verge between the path and the road? I cycle down Irwin Avenue almost every day and would not feel safe in a contra flow cycle lane, leave things alone. As we are constantly told there is no spare money and there is a black hole on spending I feel that this is not the time to be wasting money on a project that is not needed and will only worsen the traffic situation for us.

**Officer response:**

Residents raised concerns about road safety on Irwin Avenue due to pedestrians caused by speeding traffic. Irwin and Malton Avenue do not have a recent history of injury incidents. Damage-only or near miss records are not available. Residents have raised concerns about road safety and these concerns have been reiterated in some of the consultation responses.

The impact of prohibiting access into Irwin Avenue from Dodsworth will serve to increase traffic volumes by less than 1 vehicle/minute at peak times. Taking the PM eastbound peak flow of 79 vehicles in a 2-hour period, this equates to an average of 40/hour or less than 1 vehicle / minute added to the queues. The average volume of westbound traffic on Irwin Avenue is recorded as 79 vehicles/day, with an average PM peak of 14 vehicles over 2-hour period.

The reduction in kerb radius and modifications to the crossing at the Dodsworth Avenue end of Irwin Avenue will prioritise pedestrian and cyclist safety.

Heworth Green is recognised as a key route and there are a number of projects being developed along the route, mainly to address road safety concerns. No proposals are being promoted to modify the Dodsworth Avenue junction although there is a scheme to upgrade the existing pedestrian crossing facilities at the junction on Heworth Green.

**Resident #12:**

I think making Irwin a no through road from Dodsworth Avenue is a good idea, although it will then back Traffic up trying to access Heworth green. I would strongly suggest lights or making it a left turn only onto Heworth Green.

I would also suggest a left turn only from Malton Avenue onto Heworth Green

I also believe a Pedestrian crossing/Zebra crossing and a 20mph speed is needed at or around the junction Malton/Heworth Green outside 81 Heworth Green as the speed of the traffic in both directions is fast. Whilst its school hours its very scary watching parents negotiate with small children across this main road whilst traffic is allowed to travel at 30 mph.

I would also appreciate the yellow lines been reinstated / repainted the outside my drive which is on Malton Ave, I have emailed several times and had no response.

**Officer response:**

The request to convert the Dodsworth Avenue and Malton Avenue junctions to left turn only is discussed above and has been dismissed on road safety grounds.

There is a proposal to convert the pedestrian crossing on Heworth Green at the Malton Avenue junction to a zebra crossing. This scheme is designed and to be funded from S106 contributions from the Gas Works site – funding is not yet available for the implementation of the new crossing.

The refresh of the road markings has been referred to the Highway Maintenance team, who are to implement a road resurfacing scheme on Heworth Green in Summer 2025.

**Resident #13:**

I would not like the proposed one-way system to be implemented for the following reasons:

The scheme will make the traffic in Irwin Avenue lighter but heavier in Malton Avenue as all the traffic from Heworth Green will have to pass down Malton Avenue.

The scheme will also make turning out of Dodsworth Avenue even busier and traffic will probably back up affecting air quality.

I have lived here for 40+ years and the road is quieter even at pm peak times than in previous years. The odd motorist can speed but I don't feel there is any added danger for residents.

I don't see why motorists shouldn't use Irwin Avenue and Malton Avenue as an alternative route to avoid the Dodsworth Avenue junction.

Instead of implementing this scheme we don't need, I would like the money spent filling in potholes in our area. I have stopped cycling into York as the Monkbridge roundabout has very deep grooves/potholes in the tarmac which is very dangerous for cyclists.

**Officer response:**

There are no changes proposed at the junction of Heworth Green/Dodsworth Avenue so there is no reason why all Heworth Green traffic will have to pass down Malton Avenue. Traffic accessing Irwin Avenue will only be able to do so from Heworth Green so there will be a moderate redistribution of traffic movements within the estate.

A "Keep Clear" marking could be provided at the exit of Irwin Avenue onto Dodsworth to ensure that queuing traffic does not prevent exit for right turners out of Irwin Avenue.

The request to "block" Irwin Avenue to prevent rat-running came for residents. As it is a public highway/thoroughfare, motorists do currently have the right to use the route, but this is seen as a concern by some of the residents. Hence the petition to prevent this.

The maintenance programme addresses road condition. There is a planned scheme to resurface part of Heworth Green and the roundabout, due on site in July 2025. This will provide much needed improvements to the main road.

**Resident #14:**

I don't feel that making the road one-way westwards is necessary. This would cause more of a bottle neck at the Dodsworth Avenue junction with Heworth Green.

Volume of traffic coming from Foss Way I think, has decreased whilst volume of traffic along Heworth Green will probably increase with the new Gas Works development and the housing developments on New Lane, Huntington making turning right out of Dodsworth Avenue onto Heworth Green slower and possibly more hazardous. Backing up along Dodsworth Avenue would also cause problems with traffic manoeuvring around parked cars.

Keeping the road two way will keep traffic flowing as I think most cars cutting through probably turn right onto Heworth Green from Malton Avenue.

Since the street has been resident's only parking, weekdays, has vastly improved the area and the volume of traffic has decreased.

I feel the money could be better spent on other areas, i.e. potholes!

**Officer response:**

As discussed above, the number of vehicles diverting onto Irwin Avenue are relatively low and would not cause a significant impact on queuing. There are currently no proposals to consider improvements to the Dodsworth Avenue junction.

It is recognised that other projects and future development may impact on traffic activity along the Heworth Green corridor and further assessment of the potential impact needs to be undertaken. Some key projects are being developed at Monkgate Roundabout and Stockton Lane Roundabout, as well as the pedestrian crossing scheme at the Dodsworth Avenue junction.

As mentioned, there is a planned maintenance scheme due to resurface parts of Heworth Green and the roundabout.

**Resident #15:**

I'm a resident of Irwin Avenue with young children, and we've lived here for three years. I wanted to share my thoughts on the proposed traffic changes.

In my experience, Irwin Avenue is a quiet and safe street. Speeding traffic hasn't been a concern for us, and I don't believe there's a significant issue that warrants this level of intervention.

My main concern is that the proposed changes may actually worsen traffic, particularly along Dodsworth Avenue towards Heworth Green Road. Forcing residents to access Irwin Avenue via Malton Avenue feels unnecessarily disruptive and would add to congestion on Dodsworth, which is already a busy cut-through.

It seems like the proposals are targeting a symptom rather than addressing the root cause—namely, the traffic build-up when trying to turn right from Dodsworth onto Heworth Green. A particularly frightening example: my husband and son were nearly hit at the pedestrian crossing (while the green man was on) by a driver who ran a red light, likely out of frustration with the junction. While that behaviour is clearly unacceptable, it underlines the pressure drivers feel at that point.

To me, the real solution lies in improving traffic management at that junction—perhaps through proper traffic lights—to ease the flow and reduce driver stress, making it safer for both pedestrians and motorists. That may in turn lessen drivers feeling the need to go down Irwin (but I really haven't noticed a lot of traffic!).

Regarding noise and pollution, I'm not convinced these proposals will help. We already live very close to Heworth Green, a major road, and traffic noise and air

pollution are part of the area regardless. Diverting cars onto surrounding streets won't remove the problem—it may just shift or worsen it elsewhere. I also can't help but question whether some of the concerns behind this proposal are influenced by a desire to cut off certain streets that may be perceived as from a different social background. From what I've seen, the data doesn't suggest Irwin Avenue is notably bad.

Overall, I believe the proposed changes risk increasing congestion, road rage, and daily inconvenience for residents like us—without truly tackling the underlying problems. Do you have any modelling or data on the potential impact on the wider road network? At the moment, the plans feel quite isolated in scope and don't appear to take into account the knock-on effects for the broader area.

**Officer response:**

As mentioned above, traffic volumes diverting onto Irwin Avenue are relatively low, and if forced to remain on Dodsworth Avenue will not significantly add to the delays and queuing being experienced. There will be some inconvenience for residents having to use Dodsworth but this is a consequence of “blocking” off Irwin Avenue as requested by the petition.

It is recognised that it is difficult to perform a right turn exit from Dodsworth onto Heworth green but there are currently no plans to signalise the junction. In practice, signalising the junction may allow a more managed exit onto Heworth Green but would result in potentially increased queuing frequency due to the phasing of the signals. This may in turn exacerbate the amount of use of Irwin Avenue as a means of avoiding queues.

A proposal to introduce signals would need to be assessed alongside those projects at Monkgate and Stockton Lane roundabouts.

**Resident #16:**

I am writing as a resident of Irwin Avenue to formally express my objection to the Proposed One Way Restriction on Irwin Avenue.

While I understand that traffic management is very important for the safety and functionality of our roads. I do not believe that this change is necessary or appropriate for Irwin Avenue. A one way system will impact negatively on the residents and surrounding roads.

Irwin Avenue has already the burden of being a residents only parking street which causes inconvenience to many of its residents. To have the added measures imposed would disrupt the current balance without delivering clear benefits. Moreover, the residents whom originally put forward this proposal no longer live in the Avenue.

I respectfully ask that the Council reconsider this proposal.

Thank you for taking the time to consider my views. I would appreciate being kept informed about any decision or consultation related to the matter.

**Officer response:**

Comments as above.

**Resident #17:**



I would like to offer my support for the preferred option i.e. one way system. As you have stated, it would clearly improve safety for residents as well as reduce noise and air pollution to more acceptable levels.

**Officer response:**

Comments noted.

**Resident #18:**

I was wondering if you can please give me a call ref the proposal for works on Malton and Irwin Avenue. It has come to my attention that traffic lights are to be erected at the end of Dodsworth Avenue. Obviously, this will have a big impact on Malton and Irwin Avenue proposed works. No mention of the traffic lights was given in the letter sent to all residents ref Malton and Irwin Avenue works SM02/22 and I was wondering why.

My view and I imagine a lot of other people in the area regarding the proposed works would be completely different if traffic lights are to be erected.  
An early reply to this email would be very much appreciated.

**Officer response:**

The resident has been advised that traffic signals are not being proposed at the Dodsworth Avenue / Heworth Green junction.

**Resident #19:**

Thank you for the opportunity to tell you there is no problem with traffic in Irwin Avenue. The problem is with a few fussy mouthy residents who should done their research before they bought a house in Irwin Avenue. The petition in 2021 was not done on behalf of all of us, I sent the canvasser away having strongly disapproved of what they were campaigning for and I know of at least one resident who was not consulted. I question whether any resident truthfully said they felt unsafe and the petition is the production of its delusional creator.

There is no speeding traffic, in fact there is hardly any traffic. I drive from my house at least once a day and it is rare I encounter another vehicle, I defy anyone to go over the speed limit by turning into Malton Avenue from Heworth Green and travelling to the junction of Irwin Avenue. The cul de sac end of Irwin Avenue is unusual in that people walk on the road, I saw recently a mother and pram walking down the middle of the road, hardly York's version of Brands Hatch! I suspect the moaners belong in the lower part of Irwin Avenue only. Is it the council's responsibility to spend money to change the status quo just to correct their ill-judged decisions and to pander to their utter selfness?

I think it is the junction of Dodsworth Avenue and Heworth Green which needs addressing, not a small amount of vehicles using Irwin Avenue to avoid it at peak times. There is danger for pedestrians crossing Dodsworth Avenue because of the volume of traffic and it's farcical to suggest there is any danger for pedestrians in Irwin or Malton Avenue. I think it would sensible to remove the small strip of grass in Malton Avenue and make the pathway wider. Money could be saved by the grass not needing to be cut.

By making Irwin Avenue one way westward would mean every one of the 71 Irwin Avenue households would be forced onto the Dodsworth Avenue/Heworth Green junction when coming from Rowntree factory direction, causing additional problems on Heworth Green. Thank heaven you discarded the idea of a NO right turn from Malton Avenue, though with the increase in traffic which will be caused by the housebuilding in the lower part of Heworth Green, we might have little option but to use the Stockton Lane roundabout.

As for the cycle lane, I am sure they are a good idea to separate them from traffic, but I question if it would necessary in Irwin Avenue, I don't see many cyclists in Irwin or Dodsworth Avenue because they use the much safer route on the old railway track.

It will all come down to money, I am sure that finances are wanted more urgently elsewhere, so please listen to commonsense and please, please, please leave everything in Irwin Avenue as it is. May I suggest that all is needed is a signpost which says "access only, no through road". As a resident for 56 years I love where I live as it is. I was here when few people had cars and then in 1980s, when almost everyone left work at the same time, there were queues of cars going home via Malton Avenue and dozens of cyclists, all accident free, and we were definitely more tolerant!

**Officer response:**

The proposal to prevent vehicles from Dodsworth Avenue using Irwin Avenue as an alternative route is in response to residents' request via petition. As only approximately 45% of the households signed the petition, it is acknowledged that this is not necessarily a true or complete representation of what residents want. The consultation has offered a proposal for residents to consider, and the response has been mixed, again with no overall consensus view.

As mentioned above, signalisation of the Dodsworth Avenue/Heworth Green junction is not being considered and is not part of the scope of this scheme. Any proposal to introduce signals would need to be assessed alongside those projects at Monkgate and Stockton Lane roundabouts and in consideration of any future development.

**Resident #20:**

We have read through the details in the above proposal and would like to make the following points in response.

We are disappointed that the scheme does not include a left turn only at the junction with Dodsworth Avenue and Heworth Green. The main reason long queues develop on Dodsworth Avenue is the difficulty of turning right against the heavy traffic eastwards along Heworth Green. Was signalling for this junction considered?

Ironically, there was no issue with speeding along Irwin Avenue before it was made parking for residents only because the parked cars made it impossible to do so (For this reason, my wife and I opposed the scheme at the time) The speeding which now occurs is, like everywhere, down to a few selfish, inconsiderate drivers.

Perhaps more could be done to deal with them rather than applying restrictions to everyone. We suspect that the proposed changes will simply reverse the direction in which those few individuals exceed the speed limit. It will still be a cut-through to avoid a queue entering Dodsworth Avenue but in the opposite direction. For us and those others living close to the junction with Dodsworth Avenue, having to join a queue of traffic to go via Heworth Green to Malton Avenue and then back into Irwin Avenue would be an irritating waste of time.

We are quite concerned that there will be an increased number of vehicles needing to turn right from the Stockton Lane roundabout into Malton Avenue which will cause hold-ups and congestion on the roundabout because it will only be a single lane, compared with the division into two lanes as you approach the right turn into Dodsworth Avenue. The scheme does not include any mitigation for this.

A cycle lane is a complete waste of money. Cyclists on Dodsworth Avenue, Heworth Green and Irwin Avenue consistently use the footpaths and grass verges, taking the shortest possible route and there is no way they would use a formal cycle lane. As people who regularly walk into town, we are constantly having to step aside for cyclists in spite of there being cycle lanes along Heworth Green.

Having given careful consideration to your proposals and discussed it with neighbours, we would prefer things to stay as they are and redirect scarce funds to spending which has a greater return for all road and pavement users, such as fixing the hopeless drainage at the Dodsworth Avenue end of Irwin Avenue, levelling up paving which is a trip hazard and repairing the potholes on Irwin Avenue and Heworth Green.

**Officer response:**

As mentioned above, signalisation of the Dodsworth Avenue junction is not being considered. The impact of the proposal on queue lengths is also discussed above.

There will always be positive and negative consequences of a scheme such as this, where access restrictions are imposed. As mentioned, the proposal is being offered in response to a request from residents to prevent the use of Irwin as an alternative route.

The cycle lane offers cyclists a safer alternative to using Dodsworth Avenue.

A separate scheme is being developed for the Stockton Lane roundabout junction, as well as the Monkgate Roundabout junction. The impact of these schemes will need to be more widely assessed.

A maintenance scheme is scheduled to be undertaken in July 2025 to resurface Heworth Green and the Stockton Lane roundabout.

**Resident # 21:**

We live on Irwin Avenue and received the letter about the scheme. We moved here in 2022 and were unaware of the petition linked to speeding traffic.

We have young children, and while most drivers seem responsible we have witnessed many speeding vehicles which we find concerning as our children walk or ride their bikes to school down Irwin Avenue (requiring us to cross both Irwin Avenue and Malton Avenue).

We fully support the proposal to make Irwin Avenue one-way Westwards from its junction with Malton Avenue.

**Officer response:**

Comments noted.

**Resident #22:**

I write to give objections to the proposed east bound closure of Irwin Avenue.

As your survey revealed, traffic volumes are generally low on Irwin Avenue, with an increase during the pm peak.

1. I firmly disagree that residents feel unsafe.

As a regular dog walker I have never felt unsafe. The footpaths and grass verges along Irwin Avenue are wider than the average Avenue and certainly wider than Dodsworth. The footfall along Irwin is minimal.

2. Noise/air pollution. With wider road and verges pollution is minimal along Irwin. Forcing traffic to stay on the already congested Dodsworth Avenue will surely increase pollution levels as more cars will be stationary for longer.

3. Dodsworth Avenue exit onto Heworth Green is problematic, particularly at peak times. The current cut through Irwin is by no means a 'rat run' and does have the benefit of easing traffic onto Heworth Green over 2 junctions, Dodsworth and Malton Avenues.

4. Traffic volumes are generally low throughout the day and weekends. However this proposed scheme will inconvenience over 80 households along Irwin and Malton Avenues 24/7

5. I have noted a general increase in delivery vehicles throughout the day, mainly accessing via Dodsworth Avenue. These will have to be re routed along Malton Avenue which will increase noise and air pollution for those living along Malton Avenue.

Malton Avenue as also a significantly narrower road with narrow verges. What about your concerns for pedestrian safety?

6. Dodsworth Avenue exit is often congested throughout the day. At peak times the queues reach back as far as Pottery Lane and sometimes beyond. Preventing access along Irwin will only add to this congestion and resulting air pollution. Have you consulted those properties along Dodsworth Avenue and Beverley Gardens? These households are going to be significantly inconvenienced by a closure to Irwin?

Personally, I wouldn't want stationary traffic outside my home for any longer than necessary.

Finally, your letter has sparked some neighbourly chat and I have yet to speak to anyone who is actually in favour of this scheme.

**Officer response:**

The comments are noted, and officer comments are as above. As mentioned, the proposal is being offered in response to concerns from residents about the issues mentioned in the resident's response. Factual information on traffic flows, speeds and accident history are discussed in the report and evidenced in the appendices.

It is recognised that the views of the petitioners only represent those of 45% of the households. The consultation is showing that not all residents support the view that there are road safety or nuisance issues present.

It is also recognised that the proposal will have positive and negative impacts on residents and this is considered in the report.

**Resident #23 (the same comments were separately raised by both occupants):**

I write to object to the proposed SM02/22 Irwin Avenue Speed Management Scheme.

The proposal was prompted by a petition presented by Heworth councillor Claire Douglas to Full Council in late 2021 which concluded that "the most favoured solution is to block Irwin Avenue as a through road from Dodsworth Avenue". The planning notification states that councillors reported that residents preferred not to have traffic calming. As one of the residents polled by councillors, I do not remember the suggestion of making the affected length of Irwin Avenue one-way and certainly not whether this change is preferred over "access only" or traffic calming options. The sole concern expressed was the danger of speeding traffic, and the only guaranteed solution for reducing speed would be traffic calming so it is hard to accept the validity of any objection to this. Traffic calming has the additional benefit of also slowing westbound traffic, which could speed up knowing it to be now one-way and also increase in volume at times when there is a backlog of cars queuing to turn right from Heworth Green onto Dodsworth Avenue (ironically with a potential for drivers to use Malton/Irwin Avenue as a rat run in the opposite direction).

The proposed scheme bears little relation to the preferred solution proposed by the petition raised by councillors, since it suggests a one-way system for the western part of Irwin Avenue rather than simply "to block Irwin Avenue as a through road from Dodsworth Avenue". The proposal would force drivers leaving the western section of Irwin Avenue to always exit from Dodsworth Avenue, adding to the frequent congestion (already noted by councillors to have increased recently) at the Dodsworth Avenue/Heworth Green junction. Traffic already in the Dodsworth Avenue queue may be reluctant to give way to Irwin Avenue traffic - resulting in new, long delays to exit Irwin Avenue, frayed tempers, and pollution from standing traffic. And drivers to any part of Irwin and Malton Avenue travelling on Dodsworth Avenue from the north would no longer be able to avoid queuing to join Heworth

Green and then turn into Malton Avenue, increasing delays and congestion on an already very busy road.

It should also be noted that the views of residents who are only marginally affected by the change (i.e. 54 households in Irwin Avenue east of Malton Avenue, and Malton Avenue) may be unfairly merged with 28 households in the section of Irwin Avenue adversely affected by the proposed one-way change.

It should also be considered that removing travel options (by changing to one-way) reduces the resilience of the road network to cope with adverse events (e.g. accidents, roadworks).

As a regular cyclist there are many improvements that I would like to see in York, but adding a cycle lane in Irwin Avenue is not one of them. I have never had or observed any issues cycling in this road, even before any proposed changes, and the addition of a cycle lane does not add anything for cyclists since this is a good cycle route already.

If action is deemed necessary, then alternative options such as those below are much preferred:

1. "Access only" from Dodsworth Avenue into Irwin Avenue
2. Traffic calming/speed bumps
3. Speed camera (signs/physical camera)

These alternatives have the following advantages:

1. More effective (e.g. can reduce speeding in both directions)
2. Minimal impact on emergency vehicles
3. Minimal negative impact on residents of Irwin Avenue west of Malton Avenue and residents in Dodsworth Avenue
4. Better traffic flow/reduced impact on non-resident traffic
5. Maintained network resilience.

**Officer response:**

The option to make Irwin Avenue one-way was arrived at during the review of the requests and existing conditions, and consideration of potential options at feasibility stage.

This proposal serves the same outcome as the "blocking off" option in that it removes the Dodsworth Avenue traffic from Irwin Avenue, as desired. The main difference is that it still allows exit onto Dodsworth whereas blocking off (point closure) would prevent this and force all vehicles accessing Irwin and Malton Avenue to use the Heworth Green/Malton Avenue access, which would have its own specific concerns and issues.

All of the residents should have an equal say in what is provided, hence each of the properties on the estate were offered the opportunity to comment on the proposals.

Access-only restrictions are more likely to be abused compared to a "No entry" restriction and is therefore less likely to be self-enforcing.

It was made clear from the outset that traffic calming measures would not be supported by residents so this option has not been considered in any detail. Speed surveys have indicated that mean speeds are within the signed limit, and 85<sup>th</sup> percentilespeeds are only a concern eastbound, and the proposed scheme would address that by removing the eastern flow of traffic.

Speed cameras are operated by North Yorkshire Police and reserved for sites with poor speed limit compliance coupled with an accident history. Irwin Avenue and Malton Avenue do not meet the criteria for a speed camera.

**Resident #24:**

I am writing to oppose the suggested speed management scheme on Irwin Avenue. This is a residential area, but so, largely, are Dodsworth Avenue and Heworth Green. Traffic is minimal and, given the 20 mile an hour speed regulations and the findings of the recent feasibility study, average car speeds are relatively low (I.e. compared to the normal 30 miles an hour on most roads). I do not perceive there being any particular dangers of road crossing than on a normal road (if anything I would suggest they are less).

I would also argue that rather than cars 'cutting through' Irwin Avenue they are using a perfectly legitimate route to get from A to B. Largely within the current speed limits. This is not a private road and to treat it as such is unfair and inequitable to our neighbouring areas. I wonder whether the council would actually consider this proposal if it were not for the fact Irwin Avenue is predominantly owner-occupied. To impose the suggested changes would merely increase the traffic (and traffic queues) on Heworth green (particularly near the roundabout) and at the junction to Dodsworth Avenue. Traffic queues are increasingly a concern as they increase pollution levels which is not desirable for anyone. So, I would suggest Irwin Avenue is fortunate to have a 20 mile an hour speed limit in place (which is considered acceptable for school area zones - which Irwin Avenue is not) and the current system remains in place. If you have any further queries please don't hesitate to contact me.

**Officer response:**

Average vehicle speeds on Irwin Avenue have been proven to be compliant with the signed limit, with the exception being the 85<sup>th</sup> percentile speed eastwards, which exceeds the threshold for enforcement.

It is correct to say that vehicles have a legitimate right to use Irwin Avenue as it is a public highway. However, this project was originally driven by residents having the view that the use of the route by non-residential traffic was a nuisance and road safety concern, and the council have responded to the request to address the concerns.

The comments about queuing and traffic volumes have been addressed above.

**Resident #25:**

As a resident who regularly enters the avenue from Dodsworth I would find it extremely inconvenient to travel via Heworth green. Since receipt of your letter I have noted the peak time traffic along Irwin, and found it to be insignificant. I think this is due to the difficulty in exiting from Malton Avenue as traffic is flowing quite fast along Heworth Green, approaching the roundabout.

I accept that some vehicles cut through Irwin but this does have the benefit of reducing queuing traffic along Dodsworth, which I might add, is getting worse with traffic backing up past Pottery Lane.

Please record my objections to the proposal.

**Officer response:**

The comments about traffic volumes and queueing are discussed above.

**Resident #26:**

I personally think it is a crazy idea and a complete waste of money especially at this time when the money could be spent on much better essential services ie Road maintenance. As a regular cyclist I no longer cycle as the roads are far too dangerous.

Which is such a shame.

I have lived in Malton Avenue for over 40 years and I can honestly say the road is the quietest it has ever been regarding traffic. There is a slight increase in traffic on an evening. But it is a road and is there to be used. Too many roads in York have been either closed or made one way to the detriment of the road user. People who live in the area were aware of the situation when they bought their property.

The proposals, if put in place, will have a big impact on the people living in Malton Avenue as I believe more traffic will be passing than there is now as the whole of Irwin avenue will be passing every time they go out in their cars. I also think traffic will travel faster than normal knowing the street is one way. If Irwin Avenue is made one way the poor people at the Dodsworth road junction will suffer more traffic hold ups and a lot more pollution in that area. As far as I'm aware there has never been any accidents in the area so I don't see a problem at all. It seems very strange to me that anyone living in Irwin Avenue would actually want this to happen. Especially if you live at either end of the road. If something has to be done to appease these people then I would propose blocking the end of Irwin at the junction with Malton Avenue. The people in Irwin would then have the same scenario leaving their properties but come back in the same end. Malton Avenue would leave and return the same via Malton Avenue. Problem solved but off course another blocked off road. Great for the residents but not great for anyone wanting to avoid the Dodsworth road junction.

I ask that you please do not implement this scheme.

Thank you for your time with this matter and I hope the right conclusion will be found.

**Officer response:**

As mentioned above, the scheme is in response to a request via petition from residents to address concerns they have about speeds and road safety. Through consultation, it is apparent that these views were not a consensus opinion, with several residents now objecting to / opposing the proposals.

Leaving Irwin Avenue as is does allow some relief to the Dodsworth Avenue queuing issues. As there are no current proposals to modify the Dodsworth Avenue junction with Heworth Green, there is an argument to leave Irwin Avenue as two-way with access for all vehicles.

Comments on the Dodsworth Avenue junction concerns are discussed above.

**Resident #27:**

We write in relation to the speed management proposal as noted above.

Having been a resident of Malton Avenue for 20+ years we have experienced the significant increase in traffic, noise and air pollution as well as the speed travelled by vehicles along both Irwin and Malton Avenue.



Several accidents have been noted over the years, all caused by speeding vehicles using the route as a cut through and travelling at speeds well over the noted speed limit.

We agree with the view of other residents that it can feel unsafe to walk along the footpaths at peak times due to the build-up of traffic and the speed at which some vehicles travel.

We welcome the proposal but our preference would be to close off the entrance from Dodsworth Avenue to Irwin Avenue completely as there is a concern that Malton Avenue then becomes the cut through from Heworth Green to short cut the route to join Dodsworth Avenue.

If this is not an option we'd encourage a review of traffic volumes travelling from Heworth Green along Malton Avenue/Irwin Avenue after the new route is in place to see if concerns are valid.

**Officer response:**

The comments of support are noted.

Accident records were reviewed for the 3-year period leading up to the feasibility study. There are no casualty accident reports for Irwin Avenue/Malton Avenue between 01/01/2017 and 31/07/2022. The resident claims that there have been several accidents noted over the years – it is presumed that if this is the case, they were damage only incidents.

A full closure on Irwin Avenue presents its own issues and was viewed by officers to be more impactful to residents.

**Resident #28:**

Sincere thanks for your letter related to the proposed one-way restriction to Irwin Avenue in Heworth, blocking the road to cars from the Dodsworth avenue end. My family and I live at number XX, fairly close to the Dodsworth Avenue end.

As your letter suggests, particularly at peak times, the road is frequently used as a cut through by drivers, often at significant speed. Despite the paths being set back, we have experienced more 'close calls' than I care to remember, most often when our children were younger. Being at the end of the road means that the cars taking the corner at speed are harder to see coming. Similarly, cycling around that corner, especially when turning right is very risky because the corner is often taken quickly, so we tend to walk our bikes over.

Having no entry to cars at the end of the street would make the road feel much more pleasant in terms of noise but most importantly feel and be far safer, especially for the youngest and oldest residents. I wholeheartedly support the proposal and would be thrilled to see it actioned as soon as possible.

**Officer response:**

The comments of support are noted.

**Resident #29:**

I am a resident of Irwin Avenue and whilst supportive of some actions to prevent the street being a cut through, I am concerned about the potential impact of the change to Dodsworth Avenue.

What impact assessment has been completed on that street as a result?

Unfortunately, I think the impact it may have on that road far out way the benefit that would be received on Irwin Avenue.

The traffic and parking on Dodsworth Avenue is a huge pain point.

**Officer response:**

The impact on queuing on Dodsworth Avenue is discussed above.

# Annex E:

## City of York Council Equalities Impact Assessment

### Who is submitting the proposal?

<b>Directorate:</b>		Environment, Transport and Planning	
<b>Service Area:</b>		Highways and Transport	
<b>Name of the proposal :</b>		Irwin Avenue Speed Management Scheme	
<b>Lead officer:</b>		David Mercer, Highway Engineering Design Manager	
<b>Date assessment completed:</b>		April 2025	
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
David Smith	Access Officer	CYC	Equalities and Accessibility

## Step 1 – Aims and intended outcomes

1.1	<b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.
	<p>The aim of the project is to address road safety concerns raised via petition by residents of Irwin Avenue and Malton Avenue in Heworth. The petition, signed by 42 residents representing 37 households, expressed very strong concerns about the danger to pedestrians caused by speeding traffic on the two streets. Residents petitioned the Executive to consider their suggestions for how the neighbourhood can be made safer.</p> <p>The recommended option allows for making Irwin Avenue one-way westwards from its junction with Malton Avenue to its junction with Dodsworth Avenue. Malton Avenue and the remainder of Irwin Avenue will remain two-way. The residents' parking zone would be unaffected.</p> <p>This option would remove the traffic which currently uses Irwin Avenue / Malton Avenue as a convenient alternative route and thereby address the concerns raised by residents. The reduction in this unnecessary traffic would make Irwin Avenue and Malton Avenue feel safer and reduce the impact of noise and pollution.</p> <p>Abuse of the 20mph speed limit occurs primarily in an easterly direction and the measures will remove this direction of travel thereby removing the main area of concern. No traffic calming is proposed.</p> <p>It is considered that these will satisfactorily address the main concerns without the need to introduce invasive measures.</p>

<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	<p>Reference has been made to the council's speed management plan and the York and North Yorkshire Road Safety Partnership speed management protocol in considering potential traffic calming treatments.</p> <p>Other national guidance such as the Traffic Signs Regulations and General Directions 2016, DfT Traffic Signs Manuals, Local Transport Notes (particularly LTN1/07 Traffic Calming) have been referred to during the consideration of the issues and development of the proposed solution. LTN1/20 guidance has also been referenced.</p> <p>The Equality Act 2010 prohibits direct and indirect discrimination, harassment and victimisation. It also prohibits discrimination in relation to something arising from a person's disability and creates a duty to make reasonable adjustments for disabled people. The Council is required to have due regard to the Equality Act when designing schemes, and this project has given due regard to the potential impact on protected characteristic groups.</p> <p>Inclusive mobility guidance has also been referred to during the design of this project.</p>
<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
	<p>Statutory consultees as well as road user groups, emergency services, bus companies, cycling groups, equality and accessibility groups.</p> <p>The key stakeholders are residents of Irwin Avenue and Malton Avenue who are identified as those persons who live and experience the issues being raised and would directly benefit from any improvements being proposed. The petition was signed by 42 residents representing 37 households (from a total of 82 properties, 45%).</p>

	Heworth ward members, who represent the residents of Irwin and Malton Avenue and who have actively liaised on this matter with the residents and officers.
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<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> This section should explain what outcomes you want to achieve for service users, staff and/or the wider community. Demonstrate how the proposal links to the Council Plan (2019- 2023) and other corporate strategies and plans.
	<p>The primary objective of the project is to achieve road safety improvements that will address the concerns of residents. Residents expressed a desire to block Irwin Avenue as a through road from Dodsworth Avenue and make the junctions at Dodsworth Avenue and Malton Avenue onto Heworth Green left turn only to help with traffic flow.</p> <p>The proposal to make Irwin Avenue one-way towards Dodsworth Avenue achieves the desired outcome and removes the traffic which currently uses Irwin Avenue / Malton Avenue as a convenient alternative route and thereby address the concerns raised by residents. The reduction in traffic would make Irwin Avenue and Malton Avenue feel safer and reduce the impact of noise and pollution.</p> <p>As the abuse of the speed limit occurs primarily in an easterly direction, the measures will remove this direction of travel thereby removing the main area of concern, without the need for intrusive traffic calming measures.</p> <p>An advisory contra-flow advisory cycle lane is included in the preferred option to provide a safer alternative route for cyclists from Dodsworth Avenue onto Heworth Green without passing via the junction.</p> <p>The request to convert the Dodsworth Avenue and Malton Avenue exits onto Heworth Green to left turn only is not supported by officers, because the resultant increased traffic flow would be directed to the Stockton Lane roundabout, which is an accident cluster site currently under review for improvement. Any increases in traffic</p>

would likely exacerbate the road safety issues being experienced at this roundabout and increase the risk of further collisions.

The proposals are low-key and non-intrusive and therefore should have little impact on the residential setting of the roads. They will serve to remove unnecessary traffic and provide the benefits for a safer environment which residents desire.

It is recognised that vehicles exiting Irwin Avenue onto Dodsworth Avenue may be required to join queuing traffic waiting to join Heworth Green at busier periods, hence experiencing increased journey times.

The proposed scheme serves to meet at least three of the core objectives of the Council Plan:

### **1. Climate - Environment and the climate emergency**

Removal of unnecessary traffic from Irwin Avenue and Malton Avenue will impact positively by improving air quality, reducing noise pollution and ground-borne vibration thus helping towards creating a greener and cleaner city.

### **2. Health - Health and wellbeing**

The measures will serve to improve health and wellbeing by reducing the traffic volumes on Irwin and Malton Avenue, making it safer for residents and other road users such as cyclists and pedestrians. Increased perception of road safety should lead to increased active travel.

The removal of access from Dodsworth Avenue into Irwin Avenue will increase the number of vehicles using Dodsworth to exit onto Heworth Green, potentially increasing queue lengths at this and noise/air pollution.

### **3. Accessibility**

No concerns were raised by the Access Officer other than a general query regarding how the cycle lane would affect any potential requests for a disabled bay. The advice was that no such a request would be accepted as there is sufficient off-road parking at each of the premises. A request would only be considered under exceptional circumstances.

	<p>The proposed amendments to the junction with Dodsworth Avenue will tighten the kerb radius at the exit of Irwin Avenue and improve the crossing facilities making it safer for pedestrians to cross the road at this location.</p>
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## Step 2 – Gathering the information and feedback

<b>2.1</b>	<p><b>What sources of data, evidence and consultation feedback do we have to help us understand the impact of the proposal on equality rights and human rights?</b> Please consider a range of sources, including: consultation exercises, surveys, feedback from staff, stakeholders, participants, research reports, the views of equality groups, as well your own experience of working in this area etc.</p>	
	<b>Source of data/supporting evidence</b>	<b>Reason for using</b>
	Data	Speed survey data, traffic counts and injury accident records have provided evidence to support the review of the concerns being raised and to assist the development of proposed measures to address the concerns.
	Public consultation	<p>The request for action was initiated via petition submitted by the residents. Engagement with Councillors, representing the residents, at an early stage of the project served to provide additional supporting information to identify the main areas of concern.</p> <p>Engagement with residents and other key stakeholder groups to determine their views on the proposed measures. This included further liaison with ward members, who are aware of the issues.</p>



	The public engagement will assist in the decision-making process, informing the Executive Member of the views of the key stakeholders and to gauge the level of support for the proposals.
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### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>
Data used in the review of the road safety concerns was current at the time of review. Monitoring is required to gauge the success of the measures following their introduction.		<p>Any future review of the success of the scheme will primarily be based on feedback from residents.</p> <p>Monitor accident records to gauge if the measures have created unforeseen road safety issues.</p> <p>Review any subsequent reports of speed concerns via the speed management process in conjunction with North Yorkshire Police.</p> <p>Monitor queues lengths on Dodsworth Avenue via traffic flow surveys. This may inform any future proposed scheme.</p>

## Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
Age	<p>It is unclear as to the age demographic on Irwin Avenue or Malton Avenue but some residents will be older and are more likely to be disabled or live with a longer term health condition which may affect their mobility.</p> <p>Removal of unnecessary traffic and introduction of the one-way flow on Irwin Avenue, together with improvements to the junction of Irwin / Dodsworth Avenue should make it safer for all residents and other road users such as cyclists and pedestrians.</p> <p>Increased perception of road safety should lead to increased active travel and making the local area safer for pedestrians and cyclists.</p> <p>Those residents living at properties on the one-way section of Irwin Avenue would need to exit onto Dodsworth Avenue and may experience longer journey times due to the potential increases of queuing at the Dodsworth Avenue/Heworth Green junction at busier times.</p>	+	L

<b>Disability</b>	As above, the proposed measures should create an environment which is safer for all residents and road users.	+	L
<b>Gender</b>	No differential impact identified.	0	0
<b>Gender Reassignment</b>	No differential impact identified.	0	0
<b>Marriage and civil partnership</b>	No differential impact identified.	0	0
<b>Pregnancy and maternity</b>	As above, the proposed measures should create an environment which is safer for all residents and road users.	+	L
<b>Race</b>	No differential impact identified.	0	0
<b>Religion and belief</b>	No differential impact identified.	0	0
<b>Sexual orientation</b>	No differential impact identified.	0	0
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	<p>Impacts for this group are similar to those identified for the disability and age characteristics. Access to properties or parking provision will need to be gained via Heworth Green then Malton Avenue but is otherwise unaffected.</p> <p>Carers accessing properties on the one-way section of Irwin Avenue would need to exit onto Dodsworth Avenue and may be delayed due to the potential increases of queuing at the Dodsworth Avenue/Heworth Green junction.</p>	0	0

	The introduction of an advisory contraflow cycle lane would not reduce the availability of on-street parking.		
<b>Low income groups</b>	No differential impact identified.	0	0
<b>Veterans, Armed Forces Community</b>	No differential impact identified.	0	0
<b>Other</b>	Not applicable.		
<b>Impact on human rights:</b>			
List any human rights impacted.	No human rights impacts identified.	0	0

## Step 5 - Mitigating adverse impacts and maximising positive impacts.

<b>5.1</b>	<b>Based on your findings, explain ways you plan to mitigate any unlawful prohibited conduct or unwanted adverse impact. Where positive impacts have been identified, what is being done to optimise opportunities to advance equality or foster good relations?</b>
<p>Monitoring of the performance of the completed scheme will be undertaken by regular reviews of feedback/complaints from residents and by reviews of speed data should concerns be raised.</p> <p>Accident data is reviewed annually. If proven not to have been successful in achieving its goals, further measures or amendments may need to be considered.</p>	

Pedestrian facilities are not being improved other than alterations to the junction of Irwin Avenue with Dodsworth Avenue to tighten the radius and reduce the width of road to be crossed at the junction. There are no requirements to provide additional crossing facilities along Irwin or Malton Avenue.

A review of the traffic on Dodsworth Avenue is to be undertaken, although there are no immediate plans to introduce any measures to improve the junction with Heworth Green and hence address concerns of queuing at the junction.

## Step 6 – Recommendations and conclusions of the assessment

6.1	<b>Having considered the potential or actual impacts you should be in a position to make an informed judgement on what should be done. In all cases, document your reasoning that justifies your decision. There are four main options you can take:</b>
<b>- No major change to the proposal</b> – the EIA demonstrates the proposal is robust. There is no potential for unlawful discrimination or adverse impact and you have taken all opportunities to advance equality and foster good relations, subject to continuing monitor and review.	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.
- **Continue with the proposal** (despite the potential for adverse impact) – you should clearly set out the justifications for doing this and how you believe the decision is compatible with our obligations under the duty
- **Stop and remove the proposal** – if there are adverse effects that are not justified and cannot be mitigated, you should consider stopping the proposal altogether. If a proposal leads to unlawful discrimination it should be removed or changed.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

Option selected	Conclusions/justification
No major change to the proposal	The proposal has a slightly beneficial impact on some protected characteristic groups.

## Step 7 – Summary of agreed actions resulting from the assessment

7.1	What action, by whom, will be undertaken as a result of the impact assessment.		
Impact/issue	Action to be taken	Person responsible	Timescale
Improved road safety	Review of resident feedback	Client / Designer	Over 12 months

Reduced speeds	Supplementary speed surveys		
Monitor accidents	Review of accident records		

## Step 8 - Monitor, review and improve.

<b>8. 1</b>	<p><b>How will the impact of your proposal be monitored and improved upon going forward?</b></p> <p>Consider how will you identify the impact of activities on protected characteristics and other marginalised groups going forward? How will any learning and enhancements be capitalised on and embedded?</p>
	<p>Monitoring of the performance of the completed scheme will be undertaken by regular reviews of feedback/complaints from residents and by reviews of speed data should concerns be raised. Accident data is reviewed annually.</p> <p>If proven not to have been successful in achieving its goals, further measures or amendments may need to be considered.</p>

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<b>Meeting:</b>	Executive Member for Transport Decision Session
<b>Meeting date:</b>	16/09/2025
<b>Report of:</b>	Garry Taylor
<b>Portfolio of:</b>	Councillor Kate Ravilious, Executive Member for Transport

## **Decision Report: Bishopthorpe 20mph Experimental Traffic Regulation Order**

### **Subject of Report**

1. The report provides a review of the experimental 20 miles per hour (mph) speed limit that is currently in place in the village of Bishopthorpe. The review includes residents' views provided during the consultation period and speed survey data, undertaken before and during the experimental period.
2. The report analyses the different options available to the Executive Member to make a decision on permanent speed limits for Bishopthorpe. It recommends making the 20mph signed only speed limit permanent for most of the village with the exception of three areas where compliance with the signed only limit has been poor.

### **Benefits and Challenges**

3. The report considers whether a 20pmh speed limit (signed only), covering most of the village of Bishopthorpe (Annex F), should be made permanent.
4. The reduction in speed limit aims to improve road safety and encourage active travel, in line with the Council's Local Transport Strategy.
5. The decision follows the implementation of an Experimental Traffic Regulation Order (ETRO). The decision on future permanent

speed limits for the village can therefore be based on a review of the effectiveness of the experimental restrictions and taking account of the feedback and comments received by the Council during the experiment. The experiment has also provided an opportunity to undertake speed surveys within the area to inform recommendations on future actions. This helps to give a clear indication of how the area has been used and will be used in the future.

6. The evidence collated for Bishopthorpe ETRO will also inform the Council's approach for future community wide 20mph speed limits. The Council has already received requests from Dunnington, Askham Richard, Copmanthorpe and Poppleton for 20mph village wide schemes.
7. Challenges identified through the ETRO process include the need to consider a wide range of views from residents and highway users on the implementation, effectiveness, and impacts of the 20mph speed limit.
8. The signed only approach for villages, whilst providing a more affordable option to reduce speed limits when compared to changes including speed management measures (such as humps, raised tables or chicanes), has limited impacts on vehicle speeds, with varied levels of compliance depending on the character of the streets, as shown by the data for Bishopthorpe and wider research on the subject.

## **Policy Basis for Decision**

9. The response from the ETRO consultation indicates that the 20mph speed limit has resulted in residents who walk, wheel and cycle feeling safer when travelling in the village.
10. This links to the Council's Local Transport Strategy which aims to improve health and wellbeing and enhance safety by improving walking, wheeling and cycling, shaping healthy places, reducing car dependency, and managing the road network for Movement and Place. Specifically, Policy 6.4 of the Strategy aims to *"make travel safer for pedestrians, wheelers and cyclists, adopt 20mph as the default speed limit for all roads through residential areas (including new developments), within the city centre, near schools, in villages and at retail areas and parks"*.

## Financial Strategy Implications

11. For the recommended option (Option 3), financial implications are limited as this would mainly retain the current 20mph area (no changes required to signage within the zone) and revert to previous 30mph speed limits on Appleton Road, Bishopthorpe Road and Sim Balk Lane. Some work will be required to move signs or provide additional signs for these areas, but this can be funded from the relevant LTP funding allocation.
12. If Option 5 is to be taken forward (Option 3 implemented as an interim measure with additional work to identify and implement measures to achieve compliance in a 20mph zone as implemented under the experimental order), the Executive Member will be required to agree to LTP funding prioritisation to fund this additional work.
13. Additionally, as noted in the Background section of this report, other villages and areas have applied for 20mph zones and once a decision is made on the Bishopthorpe experiment, work will need to progress to assess the suitability of these areas for a 20mph roll out and devise a strategic approach to delivering more widespread 20mph to create environments to make travel safer for pedestrians, wheelers and cyclists. This is however to be funded from the Mayoral Combined Authority (MCA) Speed Reduction Implementation budget.

## Recommendation and Reasons

14. **Option 3 – Make a reduced area of the experimental Order permanent , as shown in Annex D and delegate authority to the Director of City Development to make and advertise the permanent order (recommended).** This will give a realistic speed limit on those stretches of road where compliance with the 20mph limit was poor during the experiment. It is recommended to amend the limit as follows (as shown in Annex D):
  - Appleton Road move the 20mph speed limit to nearer its junction with Maple Avenue and revert to the 30mph speed limit between Bridge Road and Maple Avenue;

- Bishopthorpe Road move the 20mph limit to nearer its junction with Church Lane and revert to the 30mph speed limit between the crematorium and Church Lane;
  - Sim Balk Lane move the limit to nearer its junction with Church Lane and revert to the 30mph speed limit between Garth Mews/Garth Cottage and Church Lane.
15. This is in line the with the national guidance on 20mph speed limits and the representation from the Police on the experimental Order. The removal of the 20mph speed limit and reintroduction of the previous 30mph speed limit from those lengths of road will help to improve driver compliance and signal to all road users what kind of vehicle speeds should be anticipated.
16. This will help provide safe 20mph scheme that is self-enforcing through the placement of speed limit signs and allow for the reintroduction of the existing VAS signs on those roads, to advise of the 30mph limits on the approaches to the 20mph area.

## **Background**

### **Experimental 20mph speed limit in Bishopthorpe village**

17. A request was made to the Council for an extension of the 20mph speed limit in Bishopthorpe, to include the Montague Road estate. The request was reviewed by officers and a report was presented to an Executive Member decision session on 13<sup>th</sup> December 2022 (<https://democracy.york.gov.uk/documents/g13552/Decisions%20Tuesday%2013-Dec-2022%2010.00%20Decision%20Session%20-%20Executive%20Member%20for%20Transport%20-%20Expired.pdf?T=2>).
18. The Executive Member supported the report's recommendation to extend the 20mph in Bishopthorpe to include the Montague Road estate . The proposal for this extension was advertised on 21 April 2023, for a three-week consultation period.
19. The representations received from the residents on the proposed amendment to the speed limit was mixed, with several residents in objection, citing the potential cost of the proposal and suggesting the money would be better spent on the maintenance of the footpaths and roads in Bishopthorpe. The consultation also received representations in favour of the proposal, with some

residents requesting the inclusion of additional streets in the village.

20. The responses to the statutory consultation were however never considered by the Executive Member for Transport, as the Council then received a request for a village wide 20mph speed limit in Bishopthorpe (as well as a similar request for Dunnington). These requests were reported to the Executive Member for Transport at a their decision session on 12 September 2023 (see Item 14 here: <https://democracy.york.gov.uk/ieListDocuments.aspx?CId=1061&MIId=14338>).
21. The report recommended that an experimental 20mph speed limit be put in place in Bishopthorpe, with a decision on the request for Dunnington to be deferred until a final decision was made on the Experimental Traffic Regulation Order in Bishopthorpe. The Executive Member made the decision that the experimental Order would implement a signed only 20 mph speed limit, excluding engineering measures to manage the speeds. The restriction would therefore only be implemented through the placement of speed limit signs throughout the village (also described as a “signed only” speed limit). The experiment aimed to assess if signs alone would be enough to see a reduction in vehicle speeds in the village and associated wider benefits in terms of road safety and supporting active travel modes.
22. Following this decision, officers designed a scheme to meet the aims of the 20mph experiment. The main concern with the proposal was the level of compliance that would be achieved on the village access routes, due to the fact that some roads would be dropping from an existing 60mph speed limit to 20mph at the village access points. The Council undertook speed surveys for six locations (Annex G) within the proposed extended 20mph area prior to the experimental restriction coming into operation.
23. The notice of making for the experimental Order was advertised on 7 June 2024 and the restrictions came into force on the 14 June 2024 for an 18-month period, until 15 December 2025. The notice of making was communicated to the statutory consultees and satellite navigation companies, so they were aware of the change and could update their systems. The notice of making was also advertised in a locally circulated newspaper and on street, in the village. The residents of Bishopthorpe were also notified through

the Parish Council, Ward Councillors and leaflets distributed in local businesses, which provided information on how residents could provide representations on the experimental order.

24. Before the experiment, there were three vehicle activated signs (VAS) in the village, which reminded drivers of the speed limit if they were travelling over 30mph. The VAS could not be reconfigured to 20mph, so they were turned off during the experiment.
25. During the experiment, the Council undertook two separate speed surveys in the locations that were surveyed prior to the experimental period. The two additional surveys were undertaken to monitor and assess compliance with the new speed limit in different areas of the village.

### **Other requests for village wide 20mph speed limits**

26. As noted above, a request for a 20mph village wide speed limit was previously submitted for Dunnington. The Council has also received further requests for village wide 20mph restrictions from Askham Richard, Copmanthorpe, and Poppleton.
27. The requests from the villages will be added to the list of requests for a 20mph village wide speed limit, with any future actions on the requests informed by the outcome of the Bishopthorpe 20mph experimental speed limit, in line with the Executive Member's decision from 12 September 2023.

### **20mph speed limits – wider context and evidence**

28. Transport for London (TfL) recently published some long-term research showing that 20mph speed limits have saved lives on London's roads (available here: <https://tfl.gov.uk/info-for/media/press-releases/2025/may/powerful-new-long-term-tfl-research-shows-20mph-speed-limits-save-lives-on-london-s-roads>).
29. The analysis considered over 150 20mph schemes implemented between 1989 and 2013, to better understand the impact of the schemes over a longer period. The report shows that the schemes significantly reduced the number of deaths and serious injuries, including:

- a) A 40% reduction in the number of people killed (from 15 to 9), compared against the background trend of 7% fewer fatalities across borough roads;
  - b) A 34% reduction in the number of people killed or seriously injured (from 395 to 260), compared against the background trend of a 15% fall in people killed or seriously injured across borough roads;
  - c) A 75% reduction in the number of children killed (from 4 to 1), compared with no change across the control group, and a 50% reduction in children's casualties (from 517 to 280), against the background trend within the control group of 20%.
  - d) A 35% reduction in collisions and 36% reduction in casualties on borough roads, against a background trend of 12% fewer collisions and casualties across all borough roads.
30. The TfL report does not include any detail of the 20mph schemes which were included in the study, so it is not possible to understand whether these impacts were measured for signed only 20 mph schemes or in areas where the reduction in speed limit was supported by engineering measures to lower speeds. There is also no information provided on the level of enforcement of the 20mph speed limit for these areas. The TfL "Safe speeds" webpage (available here: <https://tfl.gov.uk/corporate/safety-and-security/road-safety/safe-speeds#on-this-page-3>) states: *"There are many different ways to encourage people to drive at lower speeds, but evidence shows that self-enforcing speed limits are the most successful way to reduce speeds. A self-enforcing speed limit means that people are more likely to drive within the signed speed limit because they feel it's the easiest and safest speed to drive along that road. This is generally because of the way the road looks and has been designed"*.
31. A default 20mph speed limit was introduced for residential areas and built-up streets in Wales in September 2023, changing most previous 30mph speed limits to 20 mph. Data published by the Welsh Government shows that vehicle speeds on 20mph main through roads have fallen by an average of 3.8mph and that the first year of the default 20mph speed limit saw around 100 fewer people killed or seriously injured on 20mph and 30mph roads (available at: <https://tfw.wales/national-monitoring-report-july-2025>).

32. A major Department for Transport (DfT) study, published in 2018, focused on signed only 20mph speed limits in urban areas. The study concluded that 20mph signed only limits are generally supported by residents and drivers, and that they lead to small reductions in average vehicle speeds (see [20mph Research Study, Process and Impact Evaluation Report 2018, produced for the DfT by Atkins, AECOM, and Professor Maher](#)).
33. Feedback from residents and road users suggested that slower speeds are one of a combination of factors required to improve the environment for walking and cycling. The study found a small (but significant) increase in use of active travel modes, based on self-reported evidence. In the case study areas, 5% of residents surveyed said that they were walking more and 2% said that they were cycling more following the introduction of the 20mph limits.
34. The study found high levels of support amongst cyclists (81%), residents living in the area with the new 20mph limit (drivers and non-drivers - 75%) and drivers who are not residents in the 20mph area (66%), but less support amongst residents of neighbouring areas (44%), and opposition from motorcyclists (29% supportive, 49% unsupportive).
35. The average speed reductions were found to be typically less than 1mph overall but were more significant for vehicles previously traveling at higher speeds. The impact on journey times was found to be slight. The study estimated that journey times had increased by 3% in residential areas and 5% in city centre areas. This was estimated to have added less than half a minute to a two-mile trip and less than a minute to a five-mile trip.
36. Transport research has generally established a positive relationship between vehicle speed and injury collisions – the higher the speed, the more collisions and where collisions do occur, the higher the risk of a fatal injury at higher speeds. The spread of speeds, and proportion of vehicles driving above the speed limit is also important. The 2018 study did not however find a significant change in collisions and casualties. There was however some evidence to suggest a positive road safety impact in one case study location (in Brighton), where a blanket 20mph limit was introduced covering both major and minor roads, and



where there was sufficient data to indicate a statistically significant change in collisions and casualties.

## **Consultation Analysis**

37. As part of the ETRO process, during the 18-month experimental period, there is a 6 month representation period, which starts when the restriction comes into force. The Council received a number of representations on the experimental 20mph speed limit in Bishopthorpe, both in favour and objecting to the new speed limit.
38. The Council received 42 representations received in favour (Annex A) of the continuation of the experiment cited that the 20mph speed limit benefitted pedestrians and cyclists in the village, as it helped to provide a safer feel as they travelled around the village. A number of representations mentioned the narrow footpaths in some areas of the village, such as the footpath leading out to the crematorium, as previously been a concern due to the speed and proximity of vehicles.
39. The representations noted that the reduction in vehicle speeds within the village helped to reduce the risk of serious injury should an accident occur. One resident noted that their 4-year-old child was hit by a car last year, but luckily the vehicle was not travelling at speed and their child was not hurt physically.
40. A number of residents mentioned the benefit reduced vehicle speeds have for the residents, with consideration of the age demographic of the village, with a lot of young families and elderly residents within the community.
41. There was concern from some residents that were in favour of the continuation of the 20mph speed limit, that there are still a number of vehicles which are not complying with the speed limit. They have asked for additional measures to improve compliance with the speed limit. The Council received some representations requesting that existing vehicle activated signs were utilised for the 20mph speed limit, but, as noted above, these signs would need to be replaced, if they were to be used to support the 20mph speed limit.
42. There was also a request for the limit to receive enforcement by the Police. Although the Council works in partnership with the

Police on road safety issues, enforcement decisions are made by the Police, and the Council is not able to influence these decisions. However, the Council will continue to work in partnership with the Police through the road safety partnership and look to explore opportunities for enforcement of speed limits within the authority area. The village does have a community speed watch team, but they can only operate in limited approved areas.

43. The Council received 35 representations in objection (Annex B) to the 20mph speed restriction varied in their degree of opposition, as some representations were completely against a 20mph speed limit in the village, and some felt that the experimental Order just went too far and requested a reduction in the area covered.
44. Some of the representations received against the experimental order, noted that they did not feel that there was an issue with vehicle speed in the village. The lack of compliance to the new restriction was one of the main reasons for objections, with residents indicating that vehicles are still travelling at 30mph through the village.
45. A number of the representations mentioned that there is no accident data for the village to justify the reduction in speed limit. Some raised a concern about the potential for an increase in accidents due to extended time required to pass parked cars and cyclists.
46. The majority of the representations received in objection, were not opposed to the 20mph in the village and acknowledged the benefit in some areas of the village. There were concerns raised about the 20mph in the village at the points of entrance/exit to the village. There have been several reports of vehicles travelling at 20mph in these areas being overtaken by other vehicles which were not complying with the speed limits.
47. There are varying opinions from the residents on which sections of Sim Balk Lane, Bishopthorpe Road, Acaster Lane and Appleton Road should be within the 20mph speed limit. The areas that received the most objections were the sections of Sim Balk Lane and Bishopthorpe Road. The representations asked for the 20mph speed limit on both roads to be moved closer to their junctions with Church Lane.

48. The speed limit on Acaster Lane did receive some requests for amendment, to move the 20mph limit closer to the centre of the village. These requests were made on the grounds that there are only properties on one side of the road and the environment does not meet the requirement for a 20mph limit. The view was countered by some residents, that although there are only houses on one side of the road, the stretch of road does have a sports field on the other side of the road, so residents will be accessing that area by cycle and foot. Acaster Lane does also have a parade of shops and is well utilised by residents within the village.
49. The objections received did also request that the speed limit on Appleton Road be moved back to its original position prior to the experiment. Residents did cite the drop from 60pmh to 20mph as too much, which means that drivers are speeding in the village at this location, in turn resulting in a speeding issue near the school. It is also useful to note that Appleton Road provides the link between the village and a caravan park situated to the south, off Moor Lane, resulting in some walking and cycling trips to and from the park.
50. During the experimental Order the Ward Councillor for Bishopthorpe undertook his own survey with residents about their feelings toward the experimental speed limit in the village. The survey provided 3 choices for residents
- Keep the 20mph limit as it is
  - Return to the previous limits
  - Keep the 20mph but with suggested amendments

The survey received 316 responses from residents, with 138 responding to keep the 20mph as it is. 101 residents wanted the speed limits to return to the previous limit and 77 wanted to keep the 20mph but with various suggested amendments.

51. The suggested amendments provided as part of the survey were as follows:
- 50 people would like the 20mph to start later as drivers approach along Bishopthorpe Road
  - 30 people would like Acaster Lane to be 30mph
  - 12 people would like to see the 20mph start further along Sim Balk Lane

- 10 people would like the 20mph restriction to be only near the schools
- 12 people would like the start of the 20mph to be staggered into Bishopthorpe on all approaches
- 5 people would like the restriction to be enforced and more 20mph signs

52. A requirement of the statutory consultation is the notification to the Road Haulage Association, Logistics UK, Police, Fire and Ambulance services for the authority area. They were all notified of the Experimental Traffic Order for the 20mph speed limit, and the Council received the following comments from North Yorkshire Police:

*“It’s clear that some roads work with the 20mph limit and some don’t.*

*Keeble Park North and South clearly do, Acaster Lane and Church Lane are not too far away but Appleton Road, Sim Balk Lane and Bishopthorpe Road do not appear to be working.*

*It’s important to have realistic speed limits to provide reassurance to road users, particularly vulnerable road users, and having a posted limit of 20mph when a significant proportion of traffic is travelling at speeds in excess of 20mph is not ideal.*

*I’ve never known an experimental speed limit to be reversed but we would not support a permanent 20mph limit on Appleton Road, Bishopthorpe Road or Sim Balk Lane unless the 20mph limits can be reinforced to such a degree that they do actually work.”*

## **Options Analysis and Evidential Basis**

### **Speed survey data and analysis**

53. To help inform the experiment, speed surveys were carried out on behalf of the Council on roads within the zone before the experiment started and then twice during the experiment. This data provides information on driver compliance to support the assessment of the experimental speed limit.

54. The speed surveys were undertaken in September 2023, September 2024 and May 2025 on Sim Balk Lane, Church Lane, Acaster Lane, Lang Road, Keble Park South and Keble Park North. The Council also undertook speed surveys on Appleton Road and Bishopthorpe Road in May 2025. Surveys are provided in Annex C.
55. When setting local speed limits, the Council has to consider the Government guidance entitled “Setting local speed limits”, last updated in March 2024 (available here: <https://www.gov.uk/government/publications/setting-local-speed-limits/setting-local-speed-limits#:~:text=Mean%20speed%20and%2085th%20percentile,37.>).
56. The guidance states “*mean speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Traffic authorities should continue to routinely collect and assess both, but mean speeds should be used as the basis for determining local speed limits*”. The analysis below therefore considers mean and 85<sup>th</sup> percentile speeds.
57. Before the ETRO, mean speeds on Church Lane were measured at 24mph for eastbound traffic and 23mph for westbound traffic. The speed surveys for Church Lane show that the speeds have dropped by approx. 1mph in each direction between September 23 and May 25. This is in line with national trends where signed only 20mph speed limits have been introduced. Speeds in May 2025 were showing mean speeds at 22.7mph and 85<sup>th</sup> percentile speeds at 27 and 28mph. Although the mean speed is still above 20mph, it is below the Association of Chief Police Officers (ACPO) enforcement speed (24mph). This area is therefore considered as suitable for a signed only 20mph speed limit, based on the speed data, the character of the street and national guidance criteria.
58. On Acaster Lane, mean speeds were close to 24mph before the ETRO. The introduction of the 20mph speed limit has resulted in a reduction in the speed of vehicles. The 85<sup>th</sup> percentile speeds reduced to 25mph south bound and 26mph north bound, a reduction of 5mph (south) and 3mph (north), with the mean speeds for vehicles in both directions within the 20mph limit. This area is therefore considered as suitable for a 20mph signed only speed limit.

59. Prior to the introduction of the ETRO, mean speeds on Lang Road were already at or below 20mph. 85<sup>th</sup> percentile speeds were 25mph eastbound and 23mph westbound. The vehicle speeds on the roads during the ETRO have not really changed following the introduction of the 20mph speed limit. This area is therefore considered as suitable for a 20mph signed only speed limit.
60. The speed surveys on Keeble Park North and Keeble Park South show a good level of compliance with the 20mph speed limit throughout the ETRO period. The surveys prior to the introduction of the ETRO showed that the speeds on those roads were in line with a 20mph limit. These two roads were within the original area of the proposal for an extension to the 20mph area, therefore there was always an expectation that the speed surveys on these roads would reflect a good level of compliance.
61. The speeds on Sim Balk Lane prior to the introduction of the 20mph limit were high, with the mean speeds above the existing 30mph limit (especially for northbound vehicles) and the 85<sup>th</sup> percentile above the ACPO enforcement speed (35mph) in both directions, so compliance with the new 20 mph signed only restriction was considered unlikely. Although vehicle speeds decreased between September 23 and May 25, both the mean and the 85<sup>th</sup> percentile speeds remain well above the signed 20mph limit and the APCO enforcement speed (southbound: 25.3mph mean and 31mph 85<sup>th</sup> percentile, and northbound: 30.7mph mean and 36mph 85<sup>th</sup> percentile).
62. Although this area is built-up on the approach to the village and footways are relatively narrow, making a lower speed limit desirable for residents and non-motorised highway users, the speed data shows that the area is not suitable for a signed only 20mph limit. This is despite this corridor already benefitting from a buffer zone as the speed limit is 40mph on Sim Balk Lane over the bridge and before vehicles enter the village. The signed only 20mph speed limit is not “self-enforcing” and additional speed management measures would be required to achieve a suitable level of compliance with a 20mph speed limit.
63. Speed surveys were not undertaken on Bishopthorpe Road or Appleton Road prior to the ETRO coming into force but surveys

were undertaken on these roads in May 2025, during the experiment.

64. On Bishopthorpe Road, on the approach to the village, mean speeds captured in May 2025 are 24.5mph southbound and 27.1mph northbound. This is above the APCO enforcement speed of 24mph, especially for northbound vehicles. 85<sup>th</sup> percentile speeds were measured as 30mph southbound and 33mph northbound.
65. Although this area is built-up on the approach to the village, footways are relatively narrow, and significant numbers of pedestrians use the area to access the riverside and the crematorium, the speed data shows that the area is not suitable for a signed only 20mph limit. This is despite this corridor already benefitting from a buffer zone as the speed limit is 40mph on Bishopthorpe Road before vehicles enter the village. Additional speed management measures would be required to achieve a suitable level of compliance with a 20mph speed limit.
66. On Appleton Road, on the approach to the village, mean speeds captured in May 2025 are 26.4mph southbound and 25.1mph northbound. This is above the APCO enforcement speed of 24mph. 85<sup>th</sup> percentile speeds were measured as 35mph southbound and 33mph northbound.
67. Although this area is built-up on the approach to the village, footways, where provided, are relatively narrow (with an area where only verges are available), and some pedestrians use the area to access the caravan park, the speed data shows that this area is not suitable for a signed only 20mph limit. Additional speed management measures would be required to achieve a suitable level of compliance with a 20mph speed limit.

### **Analysis of options**

68. **Option 1 – Make the experimental Order permanent (not recommended).** This option would make the current 20mph speed limit area permanent, including the areas where the speed data and the consultation feedback has identified poor levels of compliance (Appleton Road, Bishopthorpe Road, and Sim Balk Lane).

69. It is not a recommended option, as it is clear that these areas are not suitable for a signed only 20mph limit and that additional speed management measures would be required to achieve a suitable level of compliance.
70. Central government guidance states that *“where new speed limits are introduced, they should be in places where the majority of drivers will comply with them. General compliance needs to be achievable without an excessive reliance on enforcement”*. Retaining the 20mph speed limit in these areas, would therefore go against national guidance.
71. North Yorkshire Police have also confirmed that they would not support a permanent 20mph restriction on Appleton Road, Bishopthorpe Road or Sim Balk Lane, unless the 20mph limits can be reinforced to such a degree that they do actually work.
72. There was a suggestion to utilise the VAS signs in these areas to help provide further indication of the speed limit and indication that the driver is not complying. The existing VAS cannot be reconfigured to advertise the 20mph limit, so they would need to be replaced with new equipment, which would be outside the scope of the signed only experimental scheme.
73. **Option 2 – Make the experimental Order permanent and introduce additional signed only lower speed limits (buffer zones) on the approach roads to the 20mph area (not recommended).** This option would retain the 20mph area as introduced under the ETRO, including Appleton Road, Bishopthorpe Road, and Sim Balk Lane, and would introduce additional speed limits on the approaches to the village to gradually decrease the authorised speeds from 60mph to 40mph or 30mph and then to 20mph. The buffer zones would be introduced under an ETRO and their impact monitored before a decision is made to retain or remove them.
74. The main areas, where this approach could be considered to try to achieve improved compliance with the signed only 20mph limit, are Appleton Road, Bishopthorpe Road (where a 40mph speed limit is already in place), and Sim Balk Lane (where a 40mph speed limit is already in place over the bridge). A buffer zone could be introduced on these roads before drivers enter the signed only 20mph area.



75. The speed data shows that compliance with the 20mph signed only limit is poor in these areas (as described above) but there is no speed data currently available to support an assessment of a 30mph or 40mph speed limit further out of the village on these roads. The speed data collated for the 20mph signed only experiment clearly shows that the character of these roads doesn't encourage compliance with a signed only speed limit. Buffer areas would be further out of the village, where the character of the roads is even less conducive to drivers reducing speeds. It is therefore highly unlikely that drivers would comply with an extended signed only speed limit in the buffer zones without any physical measures provided to support speed reduction.
76. This option is therefore not recommended, as further analysis would be required to assess the suitability of buffer zones on these routes and physical measures will be required to achieve a suitable level of compliance.
77. **Option 3 – Make a reduced area of the experimental Order permanent as shown in Annex D and delegate authority to the Director of City Development to make and advertise the permanent order (recommended).** This option retains the 20mph speed limit in most of the areas covered by the ETRO with the following exceptions (as shown in Annex D):
- Appleton Road move the 20mph speed limit to nearer its junction with Maple Avenue and revert to the 30mph speed limit between Bridge Road and Maple Avenue;
  - Bishopthorpe Road move the 20mph limit to nearer its junction with Church Lane and revert to the 30mph speed limit between the crematorium and Church Lane;
  - Sim Balk Lane move the limit to nearer its junction with Church Lane and revert to the 30mph speed limit between Garth Mews/Garth Cottage and Church Lane.
78. This will revert to a realistic speed limit on those stretches of road, which will lead to better levels of compliance. This is in line with the evidence from the speed surveys, national guidance on setting speed limits, and the representation from the Police on the experimental Order. The removal of the 20mph speed limit and reintroduction of the previous 30mph speed limit from those lengths of road will help provide a safe restriction and more

appropriate speeds on those roads. It will also act as a buffer zone to improve compliance within the 20mph area.

79. This will help ensure that the signed only 20mph scheme for the village is safe and self-enforcing as required by the national guidance and allow for the reintroduction of the existing VAS signs on those roads, to advise of the 30mph limits on the approaches to the 20mph area.
80. **Option 4 – Revoke the experimental Order and revert back to the previous 20mph area (not recommended).** This option would reduce the 20mph area to the historical extent shown in Annex E and other areas would revert to their previous 30mph speed limits.
81. This option would see a significant reduction in the coverage of the 20mph area, which has on the whole been well received by the residents of Bishopthorpe and has generally shown good levels of compliance.
82. The revocation of the experiment would reinstate the previous 20mph area (Annex E), which would see the limit in place in the area of the two schools and part of Main Street. This would remove the restriction from the majority of the village and return to the previous extent of the restriction. This area was not sufficient and led to complaints from residents about vehicle speeds in the Montague Road/Keeble Park estate.
83. **Option 5 - Make a reduced area of the experimental Order permanent (as Option 3) and allocate funding to undertake further work to reduce speeds on the approaches to the village (not recommended).** This option would commission further work to specifically consider Appleton Road, Bishopthorpe Road and Sim Balk Lane and aim to reintroduce the wider ETRO 20mph area, if possible, supported by physical speed management measures and buffer zones where required, based on the conclusions from the additional analysis and design work.
84. This option would introduce the reduced area shown in Annex D as a permanent 20mph area whilst committing the Council to undertake further work to assess existing speeds, street character and measures, which could support the implementation of the wider ETRO area as a 20mph area with good levels of compliance.

85. Following additional surveys and data analysis, initial design and costing, and an initial informal consultation, the recommendations would be taken back to the Executive Member for Transport for a decision on whether to proceed with implementation.
86. This option is not recommended by officers as it is outside the scope of the signed only 20mph which was agreed by the Executive Member for Transport in September 2023.
87. If this option is to be taken forward, funding from the MCA budget would need to be reallocated, prioritising this scheme against other schemes. A high level cost estimate would require a £50k allocation to be made and reviewed depending on findings.

## Organisational Impact and Implications

88. The recommended option in the report has the following implications.
  - **Financial**, The recommended option will have no financial implication. There will be a requirement to amend the location of some entry points to the 20mph area. To facilitate this work, some additional signs and poles will be required to ensure speed limits are correctly signed. The cost of this work will be covered by the Local Transport Plan (LTP) allocation budget.  
The progression of future speed reduction schemes will be funded through the MCA Speed reduction Implementation Budget.
  - **Human Resources (HR)**, if the recommended option is approved there will be a staffing requirement to design and install the change of limits on the three sections of road, this can be staffed within the existing team. The introduction of the permanent 20mph speed limit will create demand for 20mph speed limits in the other villages, which have already requested consideration of village wide schemes, this will require additional resources to progress the proposals in those villages.
  - **Legal**, The Council regulates traffic by means of Traffic Regulation Orders (TROs) made under the Road Traffic Regulation Act 1984 (the Act) which can prohibit, restrict, or

regulate the use of a road, or any part of the width of a road, by vehicular traffic.

A TRO may be made where it appears expedient to the Council to do so for the reasons set out in section 1 of the Act.

These are:

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).

In making decisions on TROs, the Council must consider the criteria within Section 122 of the Road Traffic Regulation Act 1984 and, in particular, the duty to make decisions to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

When considering whether it would be expedient to make a TRO the Council is under a duty to have regard to and balance potentially conflicting considerations and come to the appropriate decision.

An ETRO can be made permanent in accordance with the procedure and subject to the stipulations set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

The validity of an order can be challenged at the High Court within 6 weeks of the date of the making of the order on the grounds that the Council has acted outside the powers conferred on them by the Act (*ultra vires*) or that they have not followed the prescribed procedure for the making of the order.

- **Procurement** - Should any outcomes from this report require procurement, all works and/or services will be procured via a compliant, open, transparent, and fair process in accordance with the Council's Contract Procedure Rules and where applicable, the Procurement Act 2023. Further advice regarding the procurement process and development of procurement strategies will be sought from the Commercial Procurement team.
- **Health and Wellbeing:** The implementation of a village wide 20mph speed limit should result in more people feeling that they are able to walk and cycle in the village. It will also reduce the impact of traffic noise and pollution on residents and visitors to the village. A recent research report to the UK Parliament, titled "20 mph speed limits and zones: public health impacts" provides more evidence on health impacts (available here: <https://post.parliament.uk/research-briefings/post-pb-0065/>).
- **Environment and Climate action:** The environmental impact of 20mph speed limits is complex, with evidence suggesting potential reductions in particulate matter from brake and tire wear, and an indirect benefit from encouraging walking and cycling. However, direct impacts on exhaust emissions and fuel consumption can vary, with some studies indicating slight increases in pollution and others showing reductions from smoother driving.
- **Affordability:** No affordability implications were identified.
- **Equalities and Human Rights,** The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions). The impact of the

recommendation on protected characteristics has been considered as follows:

- Age – Positive impact of lower speed limits for older people, young people and children. Option 3 reduces the area where the 20mph limit is in place on three corridors into the village. The negative impact of this reduced coverage is not considered significant however as compliance with the 20mph limit is poor in these areas. ;
- Disability – Positive impact of lower speed limits – impacts as noted above;
- Gender – Neutral;
- Gender reassignment – Neutral;
- Marriage and civil partnership– Neutral;
- Pregnancy and maternity - Positive impact of lower speed limits – impacts as noted above;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
  - Carer - Positive impact of lower speed limits – impacts as noted above;
  - Low income groups – Neutral;
- Veterans, Armed Forces Community– Neutral.
- **Data Protection and Privacy** – No implications were identified
- **Communications-** – Limited implications identified in terms of communication and press releases once a decision is made on the future of the 20mph experiment in Bishopthorpe. Communications with other villages and areas which have requested 20mph speed limits will be considered under the MCA funded programme.
- **Economy** - The evidence on the economic impacts of 20mph speed limits presents a mixed picture. It identifies potential cost savings from reduced collisions and casualties and health benefits of encouraging active travel. It also identifies potential benefits to the local economy of a thriving village centre/urban area. Longer journey times for drivers are often identified as a negative economic impact although they are usually relatively small (a few minutes per journey at most).

## Risks and Mitigations

89. In compliance with the Council's risk management strategy there is an acceptable level of risk associated with the recommended option.

## Wards Impacted

90. Bishopthorpe ward.

## Contact details

For further information please contact the authors of this Decision Report.

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## Background papers

<https://democracy.york.gov.uk/documents/g13552/Decisions%20Tuesday%2013-Dec-2022%2010.00%20Decision%20Session%20->

[%20Executive%20Member%20for%20Transport%20-%20Expired.pdf?T=2](#)

[https://democracy.york.gov.uk/documents/g14338/Decisions%20Tuesday%2012-Sep-2023%2010.00%20Decision%20Session%20-%20Executive%20Member%20for%20Transport.pdf?T=2](#)

## **Annexes**

- Annex A: In Favour
- Annex B: Objections
- Annex C: Bishopthorpe Speed Survey
- Annex D: Recommended 20mph area for Bishopthorpe
- Annex E: Historic 20mph area for Bishopthorpe
- Annex F: ETRO 20mph area
- Annex G: Speed Survey Locations



## Annex A:

### In Favour:

I just want to let you know I'm all for the 20 mph. Just not so keen about the morons who drive a few feet behind me trying to make me go faster. Or overtake at a ridiculous speed.

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I would like the 20 mph restriction to remain. I wrote to John Galvin several times about the speed of traffic on Sim Balk Lane - the 20 mph limit going out of the village wasn't obvious to motorists when in fact it was supposed to continue from Main Street although there were not any signs reminding drivers. This made the Lang Road/Church Lane crossroads even more hazardous.

And after parents had dropped children off at the Junior school they accelerated down Temple Road and Lang Road, which should have been 20 mph limit. Much less confusing for everyone to have a blanket speed limit.

My only doubt is the stretch between the crematorium and the church but the road is narrow with little room for cyclists. And pedestrians tend to walk on the road as the footpath is so narrow.

Ref the above , I have no problem with the limit , I just think that the signs are in the wrong place . The limit sign on Simbalk lane should start at the Church lane junction. Similarly, with the Bishopthorpe Road sign , this should start at the Church Lane junction.

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I'm sorry I can't make it to your meeting at The Marcia on 11th November, but I just want to register my support for the current village-wide 20mph speed limit. In my opinion it's the best thing that's happened in the village for quite a while. I do hope we keep it as it does seem to work.

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I'm afraid I will not be able to attend your Ward Meeting on Nov.11th. I would like to express my full support for continuing the 20mph speed limit throughout Bishopthorpe. Also, I echo the concern of residents about dangerous street parking in many parts of Bishopthorpe. I would highlight parking throughout the no 11 bus route and in particular parking very close to road junctions. My partner Angela Cottingham is of a similar mind to these issues.

- 20mph limit in village. Thanks for this, I'm not sure what the original plan was but I think all streets being 20mph is a much better solution, and far easier to follow that a "some are/some arent" plan. I'm a big believer in the village being safer so I'm a big supporter of the 20mph limit.

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For context, as a resident of Bishopthorpe, I walk, cycle and drive in Bishopthorpe, and frequently visit the pubs, facilities and businesses of the village. I'm a supporter of the 20mph limit, because:

- safer for pedestrians and cyclists

- less noise
- less attractive as a rat run
- healthier and less intimidating for children and elderly residents to walk, wheel and cross roads
- less road wear
- less pollution
- better for businesses
- better for property values
- etc. Having driven along all the 20mph routes, it's impossible for more than one minute to be added to any journey within or through the village, and because of road layout, speed bumps, parking, cyclists, pedestrians etc. plateaus of 20-30mph are rare at most times, so the 20mph has minimal impact on journey times.

From personal experience, the 20mph limit is followed by the vast majority the vast majority of the time, in principle; generally up to 25mph (except at entry points on Bish Rd, Sim Balk Lane etc.) It's most often ignored on all roads in/out of the village and particularly at peak times, where I've noticed cars and vans doing 40mph+. Even the bus is guilty of this from time to time. It's now much more noticeable whose still ignoring the limit and those most likely responsible for the speeding recorded prior to the trial. Sitting outside the Marcia or walking along Bishopthorpe Rd, Acaster Lane, Sim Balk Lane, or Appleton Road, it's noticeable that most of the speeding is at morning or evening rush hour. There are speed bumps, parked cars and other impediments to speeding, but there are still the following speeding 'through' our village:

1. Couriers (also responsible for obstructive parking, inconsiderate driving etc.)
2. Taxis (especially during events at the racecourse)
3. Commercial vehicles (time is money). These are responsible for most of the noise and air pollution also.
4. Motorcycles (the loudest individual vehicles)
5. MPV's or alike; unimpeded by the speed bumps. It seems that the drop to 20mph is more noticeable and intolerable in these kind of vehicles.

We don't have much of a problem with speeding youths. This may well be more of a problem in other areas where trials have been run. When I've observed drivers speeding, they tend to be middle aged.

During the day and at weekends, it is noticeably quieter and calmer, and elderly residents seem more confident and happy to get about. There's not yet any noticeable difference at school pick up / drop off. It would have been useful for the Council to have increased the frequency and range of buses during the trial and perhaps also trialled walk/cycle to school days. We definitely need a half hourly bus service, which can be achieved easily by diverting one park and ride bus per hour to Bishopthorpe instead of along Tadcaster Road. Call it 11A.

The Appleton Rd bridge temporary weight limit has diverted hundreds of HGV's elsewhere. This has had a significantly greater positive impact than the 20mph in pretty much every way; noise, vibration, road condition, dust, air pollution, congestion, risk as they passed by 2 schools and 2 nursery every 5 minutes. Whilst the 20mph limit is a welcome change, separating pedestrians, cyclists, small businesses, homeowners from commercial traffic is the ultimate goal to improve health, safety and welfare of all residents. I'm a fairly confident cyclist, but it can be terrifying when overtaken by an HGV on the roads in/out and through the village. The HGV's also cause anxiety for the elderly residents, children and dogs; even when travelling at 20mph, which is why, I think, Bishopthorpe can sometimes feels like a

ghost village. If Main St was pedestrian priority, with weekly markets, it would be far more vibrant.

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I understand you are seeking feedback on the recently introduced 20mph zone through large parts of the village. We have been resident in the village for 45 years and feel the change is entirely appropriate and has no appreciable downside. I hope the speed restrictions remain in place.

---

I am emailing in response to the request for feedback on the 20mph trial in Bishopthorpe. My response is that it feels positive. I don't think it inconveniences me in any way and when people do observe it the village feels safer. There are a significant number who don't observe it and can drive quite aggressively behind people that are, but I expect that will change over time. I hope it continues.

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I understand that you're seeking the views of residents regarding the lowering of the speed limit in Bishopthorpe to 20mph. I'm in favour of keeping it. Most of the streets in Bish are well suited to a max speed limit of 20mph. I have found that sticking to the 20 limit has normalised this speed for me which has made sticking to a 20 limit in other areas much easier. I take that as a positive. I am part of a group of residents who help our local hedgehog population. We usually see roadkill several times a year but (and this is anecdotal rather than scientific) have noticed less roadkill over this last summer. I put this down to reducing the speed limit. We get a lot of cyclists through and around Bish. As a cyclist myself I'm grateful for the lower speed limit as I think it makes most drivers more patient. Also the potential of serious harm from a collision is reduced at 20 compared with 30. In terms of non-compliance, a minority of people continue to speed up Acaster Lane (including buses and Uber drivers!!!). There is discussion locally about whether Acaster Lane should be a 30 but I think it should stay as a 20. We get a lot of kids cycling on that stretch, or crossing between the shops and the football/cricket field/ paths. There are a lot of pedestrians and dog walkers crossing the road to access the riverside walks. We also get the more serious cyclists using this stretch of road. The 20mph makes it safer for all of those users. If anything, traffic calming measures on Acaster Lane might help people to be compliant. One issue is with a small minority of drivers who overtake or drive aggressively behind people who are sticking to the limit. I have seen examples of this that were quite dangerous. Is there anything we can do to minimise that kind of antisocial behaviour?

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As a parent of children who attend both schools in Bishopthorpe I wanted to add my support for the recent introduction of the 20mph limit to the area and hope that this continues. I believe this is currently under consultation so wanted to ensure my support for this change was noted.

---

I live in Bishopthorpe and I would like the 20mph speed limit to continue. I have two young children and we walk to and from both schools in the village. The slower

speeds mean that they are safer crossing the road. As they grow and walk to school alone, I would like that to continue. For the most part people are slowing down and adhering to the limit however some drivers do not slow down coming into the village from Sim Balk Lane or Bishopthorpe Road. Many, including buses, also drive very fast down Acaster Lane. Some enforcement of the limit would probably help with that, and a reminder to the bus companies to stick to the reduced limit.

---

I am writing to express my strong support for the 20mph speed limit that was introduced in June 2024 in the Bishopthorpe area. As a concerned member of the community, I firmly believe that this speed limit is essential for the continued safety of local residents, particularly the children who attend nearby schools and nurseries. The area's roads and pathways are frequently used by young children on foot or by bike, as they commute to and from school and nursery. The lower speed limit provides a safer environment for them, significantly reducing the risk of accidents and promoting a safer community overall. It is clear that the 20mph limit has had a positive impact, and its continuation would be a vital measure in protecting the safety and well-being of our children, parents, and all pedestrians in the area. The reduced speed helps create a more peaceful and secure neighbourhood for everyone, including vulnerable road users. I respectfully urge you to retain the 20mph limit in Bishopthorpe permanently, as it is an essential step in fostering a safer environment for all. Thank you for considering this important request. I look forward to your positive response.

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The 20mph speed limit is brilliant and I do hope it continues after the trial period. It makes a huge difference to pedestrians and cyclists, it feels so much better, safer, when vehicles pass at that lower speed. Add to this that lives are saved by reducing speed limits and it seems imperative that we make the 20mph permanent.

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As a resident, I wish to register my support for the 20mph speed limit trial in Bishopthorpe and would like to see it become permanent throughout the village. It does, however, need to be enforced as there are drivers who are deliberately choosing to ignore it. I've studied the available data from Wales and clearly such a limit is beneficial in built-up areas. Bishopthorpe has two schools, many village shops, cafes, hairdressers etc etc, and pedestrians and cyclists would obviously benefit from this limit, both in terms of safety and air quality.

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I'm writing to endorse the introduction of 20mph speed limits in Bishopthorpe. I'm in favour of the scheme and would like it to be retained.

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This email is to express my full support, and my gratitude, for the implementation of the 20 mph speed limit in Bishopthorpe. I have lived in Bishopthorpe for 20 years. During that time I have regularly driven cars, ridden motorbikes and bicycles, and walked. For me, the new speed limit has negligible effect when using motorised transport, but it is immensely helpful in giving me confidence and in enhancing my

safety when cycling. I would like the 20 mph limit to be better enforced, but even as things stand it has helped to make our village safer, quieter, and better connected.

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I'd like to support it, the trial hasn't had any negatives that I can see so hope it becomes permanent.

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Here are my comments on the 20mph trial in Bishopthorpe.

In summary: the trial should be made permanent, using the existing points of transition on the four main roads into the village thereby maintaining a 20 MPH limit as currently is in place.

Reasons for making the trial permanent:

1. reduction of speed on all the roads in the village
2. reduction of risk of road traffic accidents (RTAs) in the village
3. reduction of risk of severity of injury in event of RTA in the village
4. increase in the sense of safety for pedestrians and cyclists in the village.

Residents of all ages would feel safer: in the recent public meeting in the village (in The Marcia with Councillors Mike Nichols and Kate Ravillious in attendance) many residents clearly expressed feelings of greater safety as a result of reduced traffic speed. That voice was almost unanimous. |

Regarding the boundaries of the 20mph zone:

The current boundaries should not be altered. Where a transition zone of 30mph is required by law it should be outwith the current 20mph zone.

Reasons:

In general: there are four (4) roads for traffic leading into and out of the village of Bishopthorpe.

A) Bishopthorpe road: This is a narrow roadway bounded by hedges and in places high brick walls. There is a narrow pedestrian pavement on one side of the road for almost all of the length of the roadway. There is the entrance to the crematorium, a tight entrance to a walled garden and a busy junction with Church Lane, a road used heavily by commuter traffic, race traffic to avoid Tadcaster Road. This road from the crematorium into the village (in effect to the area by the palace) should remain 20 mph in consideration of the road width and the many cyclists that use this stretch. In addition, walkers are frequently seen stepping into the road as the narrow pavement cannot accommodate walkers in both directions. If a 30 mph transition zone is needed it should be placed north of the crematorium entrance to make that busy area better protected. Note, the entrance to the crematorium is hidden by the sweep and height of the road coming south from the bridge over the A64. There is often congestion with the traffic attending the crematorium.

B) Sim Balk Lane: Cars approach Bishopthorpe downhill from 40mph zone. the 20 mph zone limit should remain where it is at present as this allows fast moving traffic to slow before residential areas and the busy junction with Church Lane. This junction is controlled by temporary traffic lights on race days and the 20mph zone reinforces the need for traffic to slow down.

c) Acaster Lane: If a 30 mph buffer is required between the 60 universal zone and the trial 20mph zone it should be placed south of the bridge that carries the cycleway over the road. This will ensure that a narrow approach to the village under the bridge, followed immediately by the access to the cycleway which is an area of heavy parking for anglers and walkers. A 20 mph zone maintained will protect the

users of the cycleway, the river bank and residents. Looking north on Acaster Lane there is no reason to alter the 20mph zone as this is a residential area with multiple side roads and a small shopping area before a very busy junction with Main street. I have observed traffic at above limit speeds on this road on many occasions. To maintain the 20mph zone will encourage those inclined to break the law to be less aggressive.

D) Appleton Road south from Main Street to Moor Lane over the old railway bridge by Brunswick Nursery: Here there is a school, a busy junction with Maple Avenue used by buses, a blind summit over the bridge (blind in both directions) followed southwards by the entrance to the adult training facility. The 20 mph should remain in place. I have read that Councillor Nicholls has heard representations from one or more farmers that a tractor and trailer crossing the bridge is difficult at 20mph. Tractors are highly powered and highly geared: I would argue that this unproven claim is not relevant. I am not aware that the HGV transport company has contended that their vehicles heavily laden cannot cope with the climb. However, if the farmer(s) maintain that 20mph is a problem, can they assure villagers that when they attack the rise to the bridge at speed with a heavy load and momentum they are safe to slow well before the junctions and the school. I am very concerned that heavily loaded agricultural machinery that has to travel at above 20 mph will have the ability to slow their huge momentum on safety as they approach road junctions and schools.

Finally, if a buffer zone of 30 mph is needed on the road to Appleton Roebuck it should be positioned south of the junction (on the bend) with Moor Lane. You will know that the bend on that road when approaching Bishopthorpe is signed as a maximum recommended 30 mph. Placing the 30MPH zone on the approach to Bishopthorpe village would incorporate that recommended limit for the bend and provide a good run before the 20 limit by Brunswick Nursery. In addition, it would increase safety for pedestrians walking from the village to Moor Lane where at many times of the year there are caravans sited. Currently there is no pathway: pedestrians have to walk on the road which is a 60 mph zone. It would be sensible to safeguard pedestrians to place a 30 limit south of the junction with Moor Lane

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I am aware that the 20mph speed limits in Bishopthorpe are due for review and as a local resident I wanted to share my views. I believe that the 20mph should definitely stay in place as they provide better safety for pedestrians and village residents but also believe they need to be better reinforced on the roads into and out of the village, namely: Appleton Road; Sim Balk Lane and Bishopthorpe Road. I work from home and my office faces onto the main road which means I have a good sense of how well the speed limits on that stretch are being adhered to. Often times, cars and lorries are already accelerating above 20mph as they pass my house exiting the village, and braking sometimes quite hard as they enter the village, passing my house and then realising/remembering that they are suddenly approaching a school on the left. Speeding also makes it more precarious when trying to pull out of our driveway and onto Appleton Road. My lived experience whilst driving/cycling/walking on Sim Balk Lane and Bishopthorpe Road, which has a very narrow pathway leading up to and past the Bishop's Palace, is very similar, with cars/lorries often not respecting the 20 mph limit. To reinforce the 20 mph limits I would strongly recommend installing multiple warning signs on the roads in and out of the village that show drivers their current speed in relation to the speed limit- a green number if

they are within the limit and a flashing warning red if they are above. I would not be averse to speed cameras and subsequent fines as appropriate.

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Hi I'm a resident and business owner in bishopthorpe I think it's a good idea 20 miles an hour in the residential areas But unfortunately no one is going these speeds.

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Thanks for that meeting at The Marcia a few weeks back.  
I'd like the 20 mph to remain in Bishopthorpe

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I have lived in Bishopthorpe for many years and have taken a keen interest in the 20 mph trial.

From a general point of view, I welcome the idea of having a blanket 20 mph speed limit throughout the village. I observe the limit at all times when I drive in the village. My wife and I would support the limit being made permanent.

However, it is apparent that our views are not supported by others in the village. Even when the limit only applied to Main Street and near the schools it was often disregarded by drivers of various types of vehicles. Disregard for the new wider limit is, if anything even worse. I have travelled on buses which did not reduce their speed at all on entering the village. If no effective policing of the limit is carried out, other physical measures will be necessary to ensure broad compliance, such as speed cushions, speed tables, chicanes, etc.

The only issue I would suggest that might be looked at is the start point of the limit on the approach roads to the village. On Bishopthorpe Road, the limit applies from the Crematorium to Church Lane, despite there being only one domestic property in that length.

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The introduction of the 20mph speed limit throughout the whole of Bishopthorpe has generally been a great success.

With regard to its commencement outside the entrance to the Crematorium and not further in to Church Lane we feel that it is perfectly justified due to the narrowness of the footpath and the effect on pedestrians by 'speeding' cars

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Below, for your information, is my view on the 20mph speed limit in Bishopthorpe.

I usually get around Bishopthorpe on my bicycle, but also run, walk and drive. I am heartened by seeing throughout the village a good proportion of drivers obeying the 20mph limit and hope very much that it will be made permanent. My reasons are:

Increased safety for pedestrians (especially children and the elderly)  
Less risk for cyclists  
Lower fuel use due to less acceleration and braking

Higher chance of saving the lives of hedgehogs. These animals are suffering falling numbers nationally and every animal is important to avoid or delay extinction in Britain. We do have a population in the village. The animals take advantage of natural food and supplementary food provided from gardens, through which they need to travel up to 2km per night. These journeys involve crossing roads between gardens (such as Lang Road and Keble Park South) and from gardens to open country (such as Acaster Lane). Unlike other wild animals, hedgehogs do not speed up and run when approached by vehicles - instead they curl up in a ball and become easily squashed. They are not easy to see when driving, but at 20 mph rather than 30 mph, motorists are more likely to have time to stop and avoid them. It would be much better to keep the lower speed limit throughout the village rather than allowing the higher limit on Acaster Lane.

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I'm writing in support of the permanent retention of the 20 mph speed limit in Bishopthorpe. The reasons are too obvious to require listing here.

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I am a resident (and driver) in Bishopthorpe and think the trial blanket 20 mph restriction should be continued. For pedestrians and cyclists, it is so much safer if cars are driving slower and, quite honestly, no-one needs to be driving within the village at speeds higher than 20 mph. The limit seemed unnatural initially but it now seems fine.

I have seen that the main objection is to the drop to 20 mph on entry to/exit from the village on Bishopthorpe Road, Sim Balk Lane and Acaster Lane. I would argue that each road is just as much a residential area as the 20 mph area of Southbank. The single footpath alongside the palace is particularly unpleasant to walk along when cars are speeding past.

I'd say the majority of drivers want to obey the law and the 20 mph limit will pull down overall speeds and make the village a safer place especially for our elderly and youngest residents.

Enforcement is an issue but just because some drivers disagree with the new limits and choose to break it, that shouldn't mean the trial has failed and we should revert to the old limits.

---

I live in Bishopthorpe and would like to say how welcome the 20mph speed limit is

I feel it is important to keep this now as people have got used to it and the whole village feels a lot safe for pedestrians, bus users, cyclists and car users.

It has been a success in terms of health & safety and also collective consensus. despite initial criticism people now accept this speed limit. I do hope that it is kept in place.

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I am writing regarding the consultation on the 20mph zone in Bishopthorpe Village. As a resident, I would like to express my strong support for this initiative and share some observations.

Currently, I witness vehicles frequently exceeding 40mph on Acaster Lane, particularly as they enter from or approach the junction with Main Street. As a parent of two young children, I am deeply concerned about both the increasing volume of through traffic and the excessive speeds of vehicles in our village.

While I fully support making the 20mph zone permanent, I believe the following improvements are necessary for its effectiveness:

1. Enhanced enforcement measures, as the current speed limit is often disregarded
2. Additional speed limit signage throughout that is clearly visible
3. Installation of speed notification devices on entry points into the village (Acaster Lane, Sim Balk, Bishopthorpe Road & Appleton Road)
4. Consideration of effective speed humps (full-width rather than split designs)

I would also like to bring attention to public transport vehicles exceeding the speed limit, specifically; the Route 21 bus service & School buses and private school transport vans which frequently travel at concerning speeds through the village. And often passing of heavy goods vehicles - have we considered making it unsuitable to HGV's? A lot of them come through from elsewhere I believe?

In conclusion, I strongly endorse making the 20mph zone permanent in Bishopthorpe Village, but urge the implementation of visible and active enforcement measures to ensure compliance by all road users.

Thank you for your consideration of these points.

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I wanted to share my thoughts on the 20mph speed limit that is being trialled in Bishopthorpe at present. I think that the reduction in speed is a good thing for the following reasons:-

Chances of, and severity of, accidents are reduced

Air pollution is reduced

Fuel is used more efficiently

I would be happy for the limit to be continued for a longer period.

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As the owner of a shop on Acaster Lane in Bishopthorpe I have to say that I think the 20mph limit is a good thing, making driving and walking around the village much more pleasant and safer.

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I am in favour of keeping the 20mph speed limit in Bishopthorpe for the following reasons.

- There are some roads (Ramsey, Montague and Garbett) and the shops access on Acaster Lane which are on the inside curve when pulling onto the main road. This requires an element of faith when pulling out - it is safer at 20mph than at 30mph.
- There are a number of families living in Myrtle and Coda who need to cross Acaster Lane. The wider pavement is on the west side of the road which

means that they can often be seen crossing on the inside curve of the bend which has a limited view.

- The junction between Main Street and Acaster Lane is too wide. It would appear to have been built to ensure that cars can swing round without pausing and breaking their speed. It is certainly not safe to cross anywhere near the junction. Having a slightly reduced speed makes this safer. (Even better - square off the corner to make it safer for people who are not in cars.)
- I've discovered that since I have to drive at 20 I spend less time pausing for oncoming traffic when passing parked cars.
- When pulling onto Acaster Lane from a side road there is ample time to judge the speed of oncoming traffic and very often I can pull out safely without having to wait.
- I have measured the difference in time it takes to travel the full length of Acaster Lane at 20mph - it takes just 30 seconds longer than at 30. That won't make a huge difference to my day but it might save a life.
- I've seen social media posts suggesting that the 20mph starts too early on both Simbalk Lane and Bishopthorpe Road. I would suggest that the family with small children at Gardeners Cottage on Bishopthorpe Road have as much right to safe access to the home as any other house in the village.
- I've seen social media posts suggesting that that 40 to 20 is too steep a drop. But no one complained when we had to drop from 60 to 30 on Simbalk Lane.
- People say that there are no accidents in the village. Its not true. Some are very minor or near misses and not reported but in the 30 years I've lived here I know of at least 1 death and 1 very serious life changing accident and in one year alone there were 3 minor accidents involving children walking to school.

And finally, I live on Acaster Lane close to the junction with Keble Park South. I walk, cycle and drive. My access is also on the inside of the curve and I have found that I feel much safer pulling into the road. I no longer feel guilty that I've slowed someone down when a car suddenly appears in my rear view because now at least I know that they must have been driving too fast.

There is a vocal group on social media who are furious at this change. Please also take into account those who welcome it but don't have such loud voices and are often afraid of speaking out or simply don't have access to social media.

---

I applaud the principle of 20 mph through- out Bishopthorpe. At first it felt slow and safe; now it just feels safe.

The village is well populated with cars and people particularly in the centre, so it is definitely in need of slower speeds; which are generally being observed.

I live on Acaster Lane and here there are still a hard core of speeders; a lot of whom seem to come from the caravan parks at Acaster Malbis or use the track down to the river near my property. I do not think 30 mph or 20 mph makes any difference to them ( they regularly do 40 mph plus) so 20 mph is fine for consistency, backed up by speed cameras or the illuminated warning notices if these are more affordable.

I know it is separate issue but removing the 60mph facility on Sim Balk lane as it enters the village was an excellent safety move. 40 mph is a sensible reasonable speed. 60 mph on that stretch of road was verging on insane.

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Myself and family welcome the trial changes to the 20mph zone to our village. With young children of our own it's certainly feels a lot safer generally as a cyclist and pedestrian for us all.

We live on Sim Balk Lane and prior to the recent change we have witnessed and hear cars really flooring it as they go past Church Lane and heading for the flyover. It certainly seems to have slowed a lot of cars down albeit there are still plenty going faster than 30 as they rev up their cars exiting the village.

If you were going to make any changes I'd suggest a survey is done on Sim Balk lane from the junction of Church Lane/Lang road. You will find a lot of cars going in excess of 30mph here still.

---

I wasn't able to attend the council consultation meeting. But wanted to let you know I'm strongly in favour of the lower speed limits in Bishopthorpe, as a residential area there is no need for cars to be going at 30, and 20 is much safer for the kids.

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Please keep the 20 mph speed limit in Bishopthorpe on a permanent basis.

The roads feel much safer for pedestrians, cyclists and drivers.

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I'm writing to support the retention of the village wide 20 mph speed limit.

I walk, cycle and drive in the village and I observe that many people are complying with the limit.

In a busy residential setting such as Bishopthorpe it's difficult to average more than 20mph. What the limit does do for those observing it is to remove much of the acceleration and braking observed if a 30 mph limit is in place. This has obvious benefits in terms of vehicle wear and tear, fuel economy, pollution and road safety.

I have heard arguments suggesting that "modern cars" cannot be driven at 20mph and that driving at 20mph increases fuel consumption and thus pollution. Both, of course, are incorrect and reminiscent of arguments put forward about the introduction of compulsory seat belts; for example, infringements of civil liberty and "can't get out if I crash".

Some of the current implementation is poor or faulty. The road into the village from the West goes from 60mph to 20mph. I believe that this is illegal. Just before the 20mph limit there is an advisory 30mph limit on the bend. Perhaps a 30 mph limit could be introduced just before the bend (or maybe 40 mph if that is easier to implement). It is difficult to justify the 20mph limit on entering the village from the South on Acaster Lane as there is little need to cross the road there. Could it be started near Coda Avenue?

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I am 7years old. I live in Bishopthorpe and like to walk to school and to my friends houses.

Thank you for the 20mph limit. I feel safer.

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I am writing to offer my support for the 20mph limit in Bishopthorpe. I feel much safer walking my children around the village. I live on Maple Avenue and a lot of my neighbours are elderly and I'm sure won't be able to email feedback but I know they appreciate the slower speeds as well.

Last year my 4year old son was hit by a car and luckily it was going slow so he wasn't hurt physically. Although we are both traumatised by the incident. The difference a slower car makes to our safety is huge. As a village with a high population of children and elderly people I think this is a great benefit to the community .

My fellow parents are all in agreement and I hope some of them take the time to email feedback. There seems to be a 'vocal minority' who seem grumpy about the limit but my view is that these are mainly older men and this demographic typically has less caring responsibilities and therefore does not appreciate the difference it can make to how safe our village is for the most vulnerable.

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As a regular driver along Bishopthorpe Road (from the Residence) to Bishopthorpe village to attend the dentist, the library, the Co-op and subsequently through to the A64, I believe the reduction from 30mph to 20mph is generally a positive adjustment. However, the reduction from 40mph to 20mph at the Crematorium end of the village is particularly difficult to achieve without using extreme breaking measures. Is there any way that the speed limit could be reduced in stages so that the 20mph can be achieved with less reliance on the brake pedal? This stretch of road, where the footpath is extremely narrow and the shrubbery overhangs, most definitely should be a 20mph limit for the safety of walkers, but regrettably my experience both as a driver and a walker is that the majority of drivers never keep to the 30mph limit let alone the new 20mph limit.

The surface of Church Lane is so bad that 20mph suits the situation, especially if you want to keep your tyres intact! Plus of course the school proximity at the Sim Balk Lane end is a must for 20mph.

Sim Balk Lane (from the college end) has similar issues in reducing speed sharply from 40mph to 20mph.

Bishopthorpe residents are in much need of this reduction in speed. Once speed limit entries to the village are more appropriate for drivers to attain safely, the village will be a safer environment for everyone.

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Happy with the restriction to 20mph throughout the village.

Much preferred to a forest of differing speed notices placed at numerous locations. Even if people do 25mph that is better than 35mph.

Just makes sense.

Only difficulties -

When over taking parked cars you have to judge oncoming traffic speed carefully; are they sticking to the new limit or not?

Over taking cyclists can be problematic as many seem to ride at approximately 18mph 🚲 resulting in a very long overtake.

After 30+ years of driving in a certain way/speed when leaving the house it has taken a while to readjust/remember.

To the annoyance of cars behind I sometimes find myself driving at mid 20s in any built up area around the rest of York. Habit. Have to remind myself.

---

I am writing to you to express my favour for keeping the 20mph speed limit in Bishopthorpe.

As a mother of two primary school aged children, it is frankly terrifying taking them out for a walk sometimes. While we live on Church Lane and notice the speed limit is certainly not adhered to, we can see a difference in other areas of the village and this has given me confidence. It has also been reassuring that you are being proactive in taking measures to prevent a tragedy from occurring, rather than waiting for one to happen with the 30mph limit.

As a driver too, the 20mph speed limit helps you to be conscious of just how fast you are driving. It is such a busy village, and it is my feeling that 30mph is not safe at all; particularly in congested areas such as Main Street.

I very much hope the 20mph restriction can stay, and even be policed in some areas such as Church Lane and Acaster Lane where the long stretch of road makes it easy for drivers to put their foot down

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As I was unable to attend the recent Parish Council meeting about the 20mph speed limit in Bishopthorpe, my views are as stated below.

I support this measure-20mph throughout the village. It did seem slow at first but seems normal now and is certainly needed on the road bordering Bishopthorpe Palace grounds where the pavement is narrow for pedestrians and the road narrow for cyclists. It is also welcome on Acaster Lane which has become a very busy and over-parked road.

The 20mph speed limit is probably not necessary approaching the village on Sim Balk Lane until after the Church Lane/Lang Rd turns, but not that inconvenient to bear if it reduces the need for an extra 30mph sign.

So my views are that the 20mph speed limits should remain as they are now.

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I write in support of extending or making permanent the 20mph limit trial in Bishopthorpe.

I live on Sim Balk Lane where 30 was previously the limit and speeding has been a big issue for us personally, particularly as cars leave the village. We even witness multiple minor collisions outside our home. Although not all cars are sticking to the 20mph limit it is getting better as regular drivers adapt and I have noticed a significant improvement. I feel it has increased the safety for my children and others especially walking to and from school.

---

I believe the 20 mph speed limit test period is soon coming to an end. I live on Acaster Lane Bishopthorpe. Although it's not a resounding success and some drivers ignore it, it has definitely made a difference to the speed of many vehicles travelling down this street making it a much safer road. I would recommend that the 20 mph limit be kept.

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# Annex B:

## Objections:

Hello Michael, in response to your article in "InTouch" regarding the 20mph speed limit in Bishopthorpe I must say that I haven't noticed any real change in drivers keeping to the 20mph limit. I am not in favour of the limit throughout the village and think we should return to the limits prior to the trial. If we adhere to the Highway Code we should drive to conditions of the road, traffic and other users at the time of passage.

If the speed limits are going to be adhered to then some form of monitoring needs to be installed.

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I received a newsletter through my letterbox from you and I spotted you are seeking views on the 20mph limit being trialled in Bishopthorpe. I can't attend the ward meeting tomorrow so I thought I would drop you an email to share my experiences with you.

Since the limit got extended through the village I have never had so many negative encounters with other road users. Tailgating is common and I have been overtaken dangerously a number of times as zoom around me and then other cars going at 20mph on the main lane.

Notably when we had a mix of 20 and 30mph I never experienced such threatening driving. Very few cars seem to stick to the 20 mph of which taxis seem to be particularly bad.

Cars entering the village from the direction of copmanthorpe (I live on bridge rd) have always sped into the village not reducing to 30 and they still speed into the village not going at 20. The flashing sign reminding people to go at 30 mph worked better at reducing speeds than a blanket limit at 20.

Overall I am not in support of keeping the 20mph but would prefer a mixed approach again. Allowing drivers to use their judgement of how fast to drive up to 30 mph or up to 20mph near schools and on Main Street/sim bulk lane.

---

Sorry I won't be here on Nov 11th but just wanted to give my view on the subject matter!

I live in Acaster Malbis and am always driving through Bishopthorpe- I do find that the 20mph limit is a good idea but a bit of a struggle to keep to 20 going up the hill and over past Brunswick Garden Centre!

I've found a lot of people certainly don't adhere to the new limit coming down into Bish! I did find the old 30 limit was ok as the 'sleeping policemen' made you slow down anyway. Lastly, always checking your speed isn't over 20 does take your mind away a bit from looking at the road ahead!

Well that's what I wanted to say so hope you have a good meeting on the 11th.

---

I find it very disconcerting on Acaster Lane when vehicles are on the end of my bumper, in some cases vehicles overtake me.

Having spoken to residents on Acaster Lane, the opinion is that coming from the bridge end towards the village, vehicles are travelling at excessive speed.

The signs are relative small in size and may not catch the motorists attention as well as they are intended

---

I think that the new 20 mph speed limit extends rather further than it needs to, and the sudden reductions from 60 or 40 to 20 are very hard to comply with! Visitors to the village have said that they find this hard, too.

I think that Acaster Lane could remain at 30. Visibility is good at the southern end and, at the busier end, there are always plenty of parked cars to make going fast impossible anyway. 20 may be more sensible for the more minor roads, but, again, it's not that easy to go very fast anyway except on the very straight roads.

I do think it's a good idea to have lowered the speed limit near the palace as the road is narrow there and so is the pavement. Often people have to step into the road to pass people walking the other way. Perhaps it would be good to have a 30 mph zone past the crematorium where there are lots of cars turning in and out all day so that people can gradually reduce to 20.

On Sim Balk Lane I think it would be sensible to reinstate the 30 zone, again to give people more time to slow down to 20 by the time they get to Church Lane. I don't think the whole of Church Lane needs to be 20, but, if it's 20 at each end it seems sensible to keep it all at 20 to keep costs down.

---

I am writing to ask for thought to be given to modifying the speed limits in Bishopthorpe at the end of the experimental period.

The 20mph limit makes sense on Main Street (which is usually congested anyway) and in the side roads. However, it is not working on some of the major roads — in fact it can be counter-productive. I have sometimes been 'tailgated' and subject to dangerously aggressive manoeuvres by other drivers not prepared to keep to the 20mph limit on the outer roads which have more of a rural feel to them. In this respect the situation is quite different from the sensible 20mph limit on Bishopthorpe Road in the South Bank area.

In addition it is clear that buses and taxis are not keeping to the limits on the main roads as they are now.

In particular, then, I suggest that in Acaster Lane, and Bishopthorpe Road say from the Crematorium to the junction with Church Lane, returning to a 30mph limit would be sensible, still safe, and less likely to provoke aggression against those who are keeping to the limit.

---

After six months I can't see this antisocial and dangerous behaviour changing without some enforcement. Perhaps the frequent and varied positioning of a camera van which I'm sure would pay for itself in the fines collected.

In particular Bishopthorpe Road/Church Lane/Sim Balk Lane is a 'rat run' in and out of the city used by all types of vehicles including many large lorries.

I do hope something can be done for the benefit of all the community and that the original aim of the 20 mph limit succeeds.

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Thank you for your new sheet delivered to Acaster Malbis, where I am a resident. I cannot attend your surgery as I go to choral practice on a Monday.

When I saw your question regarding the above as its headline, I just had to write a note to vent my frustration at it !

I can see the point of a 20 mph near the schools and along the main street near the shops and pubs where there is an increase in pedestrian traffic, but why, oh why does there have to be a 20 mph limit on the other sections of the main thoroughfares through the village, coming in from the Cemetery, down Appleton Road (after the Junior school) , along Sim Balk Lane (until it gets to the School) and down Acaster Lane. It just brings the traffic to a crawl - is that better for the environment ? I have a hybrid car so when travelling at either 20 or 30, I am using the EV status, so it makes no difference environmentally, just cheeses me off that it makes it easier to fine me for speeding ! I set my speed limiter when I remember. 30 mph is easy to adhere to but I find 20 mph very difficult.

I would love to see the limits return to the former arrangements.

---

Regarding the trial of the 20 mph which was previously 30, as a resident on the Main Street I'd like to voice my objection to it remaining at 20. The zones are outside the school areas as well as built up housing. There is only footpaths generally on one side. In my 20 plus years I generally experience people adhering to the 30 which also allows a sensible reduction in speed from the 40 then eventually 20 into the village / school areas. Since it's been 20 I experience most people continuing with 30 as it was and gradually reducing to the 20. So moving from 40 to 20 just doesn't work nor needed. I've asked and received no evidence of it previously being a problem. I recommend the 30 speed tracking signs be maintained as I've certainly noticed the effectiveness of these to remind people if they are tracking over 30.

---

I largely support the 20mph trial in Bishopthorpe, but feel that it is extended over too large an area and this appears to affect compliance. The stretches in and out of the village are far too long, especially from the Crem to the village sign.

---

As a resident of Bishopthorpe for 30 years we would like to strongly disagree with the 20mph speed limit which has been put in place. I agree with it round the schools and library area but not anywhere else in the village. We are against the additional cost to taxpayers which is totally not needed.

---

I feel the 20mph is very unnecessary on all approaches in to the village. They were fine as they were at 30mph. I feel 20mph throughout the rest of the village, especially near the schools and shop, is fine and Jews the village safe.

---

I feel this is totally unnecessary. Many of the roads are not busy with vehicles or pedestrians. Also numerous roads only have properties on one side of the road and no other entries or exits opposite, therefore no need for pedestrians, or cyclists to actually cross the road. Many residential areas also have self limiting speed due to stopping and starting etc negotiating parked cars on narrower roads. Travelling at 20

mph requires concentration, (I am aware that all driving requires concentration of course) watching the speedometer takes up much of the concentration whilst driving. My car has cruise control but not below 28mph. I am not aware of any serious accidents in the village caused by speeding since moving to the area more than 45 years ago. The historical limit of course near the primary schools is justified. Busy over a short space of time during school days. The rest of the village does not have the footfall or indeed traffic that causes issues. Limits and road humps require varying speeds acceleration and braking, causing more fuel use and inefficiency. A main point is that some vehicles are not easily able to travel at 20mph in a more fuel efficient gear. Motor bikes for example could cause more noise whilst having to use an inefficient gear. I reiterate that close to schools, limits are justified but village wide is not the way to achieve safety. I have been driving more than 50 years and have a class 1 HGV (LGV) licence.

---

I am writing with my opinion on the 20mph in Bishopthorpe village. While i support the implementation of a 20mph around schools and in built up areas there is no need for the 20mph on the stretch of Bishopthorpe Road between the crematorium and the junction with Church Lane. Travelling at 40mph to reduce to 20mph could be dangerous and I suggest a 30mph buffer on that stretch reducing to 20mph at the junction of Church Lane.

---

I lived in Bishopthorpe from birth until 2015, now living in Copmanthorpe but visiting my parents in Bishopthorpe most days. I also work in town. This means I frequently drive the entirety of the village and have done for many years. The 20mph blanket is infuriating. There is much to say on the issue: - It devalues the 20mph in key areas. It is essential around the schools and down Main Street (where it is hard to do 20mph at peak times anyway). Having a blanket slow speed everywhere causes frustration and I have seen many vehicles now ignoring the actual 20 zones. According to the government website, councils have been reminded to reserve 20mph for these areas with it stating "*separately, councils have received strengthened guidance on setting 20mph speed limits, reminding them to reserve them for sensible and appropriate areas only – such as outside schools – and with safety and local support at the heart of the decision*". - On the above point about sensible and appropriate areas, there are a number of areas where it is not either of these. Acaster Lane is so wide, there is such a huge grass verge, and the visibility is excellent, that I can't see any reason why this should be 20mph. As a parent, I have no concerns about vehicles driving at 30mph while I walk with my children on the path. As a competent driver, I am aware of my surroundings and find this a very straightforward road to drive. It is, again, infuriating having to go so slowly on what is often a virtually deserted road. There could be an argument to extend the 20mph from Main Street up to the small shop area on Acaster Lane, given the unpleasant Ferry Lane junction, but this is absolutely where it should stop. Similarly, abruptly changing from 40 to 20 upon entering the village at both Sim Balk Lane and Bishopthorpe Road is wholly unnecessary. The 30mph areas on both allowed you to gradually reduce speed before the 20mph zones, and worked very well. Coming from 60mph to 20mph from Appleton Road is equally unnecessary. - The small residential streets are so short, so congested with parked cars, and so full of pot holes that you can't even do 20mph in most areas. It seems crazy to spend money

on signage, when you could fix the roads instead. - There have been studies that slower speeds impact on work productivity as people arrive at work frustrated. I certainly feel this having to contend with this and then the equally ridiculous 20mph on Bishopthorpe Road. - It is not safe for cyclists. Many are riding at nearly 20mph on these roads, and you can't get by them without speeding. You either choose to do this, or sit on their tail. I have absolutely no issue with slow speeds limits in necessary areas. It protects people of all ages and is rightly there to ensure safety. Having blanket slow speed limits is not the way forward. If there were hundreds of accidents and near misses then fine, but it is simply not the case in Bishopthorpe. Lessons should be learnt from Wales where they are now backtracking. It is also very frustrating that the council chose to spend money implementing the 20mph, with all new signage, road paintings etc when it's supposed to be a trial. It feels permanent and I'm sure whatever we say, it'll end up staying. I hope you don't do the same in Copmanthorpe next!

---

I would just to say that I agree with the 20 MPH limit on some roads, such as the Main Street and smaller side roads. However, it think Alcaster Lane and Sim Balk Lane should not be 20 MPH, as these are main roads leading in and out of the village. When over taking parked cars this causes friction with other road users and could causes accidents, as people get frustrated.

---

We don't need 20mph down Acaster Lane, Bishopthorpe Road after the bridge passing the crematorium and the stretch on Sim Balk lane between the bridge and Church Lane. When needing to overtake parked vehicles or bicycles at this 20mph speed, it just increases the risk of an accident. It causes frustration with other drivers following who tailgate and even attempt to overtake. Can understand having 20mph around schools, parks, churches and the library.

---

Regarding the 20 mph, I look forward to YCC disclosing the results of the recent automatic traffic count, speed and number of vehicles on Keble Park North and Acaster Lane conducted week 19th to the 23rd May 2025 by NDC. I spoke to a representative of the company based in Ossett who informed me that the equipment installed on the lamp posts on Acaster Lane and Keble Park North could count traffic movements and graded their speeds in 5 mph bands. I failed to ask where else in the village was being monitored. Has the same monitoring been carried out on Main Street and also by the Palace and Appleton Road Bishopthorpe Road by the Palace. If not why not? I regularly experience vehicles travelling much faster than 20 mph in these locations when in the car and motorcycle and also on my bicycle. I am betting very few vehicles were travelling at 20 mph or less on Acaster Lane. I believe that many drivers are ignoring the 20 mph speed limit including buses and commercial vehicles. I believe that there should be a modification of the 20 mph speed limits as they are not working on Acaster Lane as 20 mph is too slow and 30 mph should be re-instated. The recent survey information will be useful to publicise!! There should be a 40 to 30 to 20 mph gradation on Sim Balk Lane with 20 mph in place starting just before the junction of Lang Road and Church Lane. The 30 mph should start again on Appleton Road after the junction with Maple Avenue. I have mixed feelings about by the Palace on Bishopthorpe Road. Ideally 20 mph is great as you have a

very narrow footpath which we walk quite often but sadly my experience is few drivers adhere to the 20 mph or even 30 mph, most speeding up after the junction with Church Lane.

---

I was not at the meeting yesterday in bishopthorpe about the 20min restrictions. I have lived in the village for over 25 years now and since these restrictions have been put into, please the roads feel unsafe. I have seen cars over taking car who are doing 20mph. It was safer when Bishopthorpe was 30mph and only 20mph by the schools.

---

We live on Keble Park Estate at Bishopthorpe & I am writing regarding the experimental 20 mph speed limit currently in place.

In my view the limit is being ignored by most motorists. I do try & stick to it, but then normally find I have a car on my rear bumper.

I think that the 20mph limit near the schools & playgroup are a good idea, and possibly on Main Street, but I don't think that is necessary for the whole village. For it to be 20mph right up to the crematorium is really ridiculous, in my opinion. As far as I know there has never been serious accident regarding a motor vehicle in the village, so I don't think this experiment was needed.

---

I support the introduction of the 20mph speed limit in Bishopthorpe. It is entirely appropriate for all the roads within the boundaries of the village. It has reduced speed for most but not all drivers. Instead of doing 34mph as before many people now do 23mph so it's a win-win.

I think there should be some modification to the 20mph boundaries on the approach to the village. The signs should be brought nearer 1) to St Andrews Church, 2) to Church Lane junction on Sim Balk Lane, and 3) to the bridge on Appleton Road

---

Both myself and my husband have lived in the village on Keble Park South for 53 years and have brought up two sons, as many of our neighbours have also brought up children without any incidents in the village. They were both paper boys riding their bikes in and around the village and walking to and from school. We feel the justification on Acaster Lane is totally unnecessary, a). because the slower a vehicle goes the more emissions, b) the engine noise is greater due to being in a lower gear, motorbikes are even worse, c) more attention is looking at the speedo to keep the speed down rather than looking ahead.

We would not dispute the need for 20mph limits on the remainder of the roads on the estates.

There is no need for a 20mph limit from the Crem to the end of Church Lane and on Sim Balk Lane up to Church Lane going into the village where the speed humps start.

---

The 20mph blanket speed limit is in my opinion stupid. There is no problem with the original limits on Main Street and outside the schools. Also 20mph on the estate roads is I believe sensible. However my objections are

1, Cars can come along Acaster Lane at 60mph only to come across the 20 mph limit that involves a very large reduction in speed. I think a 30 mph limit would be sensible upto Montegue Road and 20mph beyond.

2. A similar situation occurs on Appleton Road, again it would be reasonable for 30 mph limit to Maple Avenue where the 20 mph limit comes in again.

3, Sim balk lane between Church Lane and the pumping station a 30mph limit is reasonable.

4, Bishopthorpe Road from Church Lane 30 mph to the crematorium is reasonable as there is on one house on that section.

The 20mph limit appears to me to not include cyclists and buses. As the bus service is in disarray due to having to go through Southbank the bus drivers are trying to get back on schedule. Cyclists often overtake cars on various roads.

---

Thanks for asking for feedback on this trial. I'm a pedestrian who walks between South Bank and Bishopthorpe several times a week.

On the plus side:

I have definitely noticed the benefit of the 20mph limit along the stretch of Bishopthorpe Road from the Crematorium to Bishopthorpe Palace, where the pavement has a steep camber into the road and is very narrow. It feels much safer now.

On the down side:

It feels like the transition from 40mph to 20mph just outside the Crematorium is very sudden - I've seen lots of cars coming down from the bridge over the A64 at what feels like more than 40mph then suddenly slamming their brakes on when they see the 20mph sign. Is there a section of road that could be 30mph to make the change more gradual?

---

I saw a leaflet in Bishopthorpe library asking for views about the 20mph trial. I think it is a good idea for all the smaller, quieter roads in the village, as well as on Main Street and outside the schools, where it was in place before the trial.

However, I think 30mph is more appropriate for Acaster Lane and for Bishopthorpe Road after the junction with Church Lane when you're on your way out of the village

---

I am unable to attend this evening's public meeting (which I understand is expected to be well attended). However, I have some thoughts which may be of use to the discussion (as more people who are able are likely to drive to/from York due to the very irregular bus timetable currently operated by FirstYork)

The change from 40 to 20 mph is very abrupt on Bishopthorpe Road, just after the crematorium, and is nearly impossible to achieve without braking heavily. The 20mph sign cannot be seen until nearly at the crematorium due to the bridge and left hand bend in the road. I travelled at 35mph today (knowing the sign was coming up)

and still was unable to drop to 20mph from when the sign became visible until the point of speed limit change, without braking hard.

Options to consider:

move the 20mph boundary a little further into the village

use the same tactic as on Bishopthorpe Rd, where the 20mph changes to 30mph at Campleshon Rd to 40mph at the racecourse, with the 30mph boundary perhaps being somewhere on the flyover bridge or the end of the racecourse

put up signage (as I have seen on other roads in England) advising that the speed limit is changing significantly in a short distance

Additionally

the speed limit signs in the section of road along Bishopthorpe Palace are not clear. There is only 1, and it is located on the opposite side of the road (correct positioning if leaving the village, but easily missed when entering)

It would also be useful if there was a sign near the junction of Church Lane and Bishopthorpe Road, as this is a 'fast' bit of road and reminders would be beneficial.

Moving or removing the sign halfway along Church Lane. I recollect it being there when the speed limit changed to 20 nearer the school. Currently, it could be 'assumed' that this was still the case.

For consideration and feeding into decision-making

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At a recent ward meeting we were asked to provide feedback on the 20mph limit being trialled in Bishopthorpe.

I have never once felt unsafe either driving or walking around Bishopthorpe in advance of the 20mph trial. It is a very safe village with mostly wide roads and pavements, though I suppose being brought up in a more rural area where roads are much narrower and without pavements will skew my perspective compared to others. I don't feel that there was a significant issue with speeding in the village and I have never experienced tailgating as others at the ward meeting claimed. I live on Acaster Lane where there are few obstacles to cars and the vast majority of vehicles which make you think 'that's going too fast' are actually emergency vehicles on blue lights.

I have sympathy with extending the 20mph limit to smaller residential streets such as around the Keble estate and Maple Avenue. It is not safe to go much above 20mph anyway due to the narrower roads and parked cars. However, I feel extending the limit to cover the whole village is unnecessary given the safe roads that the village has. In particular, Acaster Lane and Bishopthorpe Road from the Crem to Church Lane feel far too slow given the location and unobstructed road layout.

Since the 20mph limit was introduced I haven't noticed a significant difference in speeds throughout the village and most people have continued driving at 30mph where the limit was previously 30. This suggests to me that - rightly or wrongly - drivers don't see the justification for the reduced limit in the same way that most people don't do 40mph on the motorway unless they can see a reason why they have been asked to reduce their speed.

I did have one question, which was around how you are collecting data on traffic speeds in the village. The councillor who attended the ward meeting seemed to think

this was being done manually by people standing at the side of the road. I was surprised to hear this given most councils use automated technology to get this data. If you do use automated means, I was wondering how you remove emergency vehicles from the data, since the speeds they drive through the village would likely skew the data.

---

I think this village wide limit is positively dangerous by putting cyclists in closer contact with motor vehicles and have been avoiding the village as much as possible. Has there been a dramatic reduction in accidents during this trial ? Other than 'people not liking traffic', I saw no figures to warrant even the trial; if it was speeding vehicles, then those who ignored the 30mph limit will hardly stick to the reduced one. If that is the case, then proper policing of existing limits is the correct course of action.

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The extent of the 20mph limit throughout Bishopthorpe is largely excessive

There is a case to include 20mph on Main street and around the schools, however the current restriction is not needed

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Hi, With regards to the letter that has circulated about thoughts on the 20 mph limit in Bishopthorpe,

There has never been any evidence to suggest any statistics of accidents or injuries to people or property before it was enforced, in 7 years of living here I have never seen or heard of an accident, Same with the 40mph on sim balk lane, Can you provide evidence of accidents/ injuries over the last ten years?, probably not

These were only brought in due to a few village whingers who moan about anything they can, You need to try living here to see how bad it is moaning about dogs, fireworks, bins, cars parked etc etc etc.

And now people drive at 20 in the 40 sim balk zone which can make it more dangerous,

A total waste of taxpayers money to appease a few,

All original speed limits should be put back in place with immediate effect

---

I live in Acaster Malbis. I don't think the 20mph in Bishopthorpe is helpful, people ignore it. On the main street yes fair enough, however there are two roads going from 60mph to 20mph, not needed. Especially when those roads only have houses on one side or not at all.

---

I would like to see the speed limit put back to 30mph. If it is deemed unsafe to drive at 30mph in Bishopthorpe then it is unsafe to drive at 30mph in any British town. If this is the case then it should be put to a democratic national vote which is scrutinized rather than each individual council imposing restrictions by the back door.

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On the whole, I think it's a really good idea to have a 20 mph speed limit throughout the village. It's safer for pedestrians even if it's sometimes frustrating for drivers.

However, there are some problems with the dramatic drop from 40 to 20 (for example, on Sim Balk Lane). There used to be a stretch of 30 mph on entering the village and this seems to me to be much safer than having such a sudden change.

Similarly, I think the speed limit over the bridge on Appleton Road could be returned to 30 mph.

---

We are Bishopthorpe residents and gladly welcome the introduction of the 20mph speed restriction.

However, there are clearly a great many people, local and otherwise, who choose to ignore it.

One of the reasons for this I feel is because you're asking them to commit to it too early and they are totally disgruntled before getting in to the village and therefore choose to ignore it totally. By this I refer to the three main entrances to the village; Sim Balk lane, Bishopthorpe road and Appleton road. Two of them being 40 mph approaches and one a 60 mph. The drop down to 20 mph is far too early and I don't feel necessary as the areas are not really residential and have uninhabited land to one side. A buffer 30 mph zone could be introduced, maybe 200-300 metres before commencement of the 20 mph signs.

On Bishopthorpe road the 30 mph zone could start at the Crematorium and end at Church lane. Sim Balk lane would start at the bottom of the hill and again end at Church lane. Appleton road could start prior to the bend at Moor lane and end at the bottom of the hill , over the old railway bridge.

This we think would encourage drivers to drop their speed and also help reduce the risk of tailgating, as is common at the moment because they don't see any sense in the restrictions starting so early.

My wife and I attended the recent meeting held In Bishopthorpe and thank you for the opportunity to allow us to air our views and thoughts

---

I am writing to ask for thought to be given to modifying the speed limits in Bishopthorpe at the end of the experimental period.

The 20mph limit makes sense on Main Street (which is usually congested anyway) and in the side roads. However, it is not working on some of the major roads — in fact it can be counter-productive. I have sometimes been 'tailgated' and subject to dangerously aggressive manoeuvres by other drivers not prepared to keep to the 20mph limit on the outer roads which have more of a rural feel to them. In this respect the situation is quite different from the sensible 20mph limit on Bishopthorpe Road in the South Bank area.

In addition it is clear that buses and taxis are not keeping to the limits on the main roads as they are now.



In particular, then, I suggest that in Acaster Lane, and Bishopthorpe Road say from the Crematorium to the junction with Church Lane, returning to a 30mph limit would be sensible, still safe, and less likely to provoke aggression against those who are keeping to the limit.

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# Annex C:

## Bishopthorpe Speed Survey:

Bishopthorpe village wide 20mph ETRO – collected speed data notes.

Sim Balk Lane

### City of York Council Speed Survey Summary



LC11 Sim Balk Lane

7-18 September 2023

**ACPO enforcement speed**

**35**

Speed Limit:

30

#### Key speed statistics

Direction	South	North	Mean Speed	South	North
Mean	30.26	35.19	Midnight - 7am	33.03	36.39
85th Percentile	35	40	7am-9am	31.07	35.99
95th Percentile	38	43	10am-3pm	29.72	34.77
Top Speed	73.1	77.5	4pm-6pm	30.24	35.48
<b>Percentage above ACPO enforcement speed</b>	<b>13.6%</b>	<b>47.5%</b>	8pm-Midnight	31.20	34.74
Percentage above speed limit	46.9%	86.6%			

Sim Balk Lane cont'd

## City of York Council Speed Survey Summary



LC11 Sim Balk Lane

9 - 19 September 2024

**ACPO enforcement speed****24****8 days of data**

Speed Limit:

20

## Key speed statistics

Direction	South	North	Mean Speed	South	North
			Midnight -		
Mean	30.30	34.66	7am	31.97	37.52
85th Percentile	36	41	7am-9am	28.26	34.39
95th Percentile	68	49	10am-3pm	31.82	34.46
Top Speed	96	95	4pm-6pm	26.64	34.15
<b>Percentage above ACPO enforcement speed</b>	<b>66.2%</b>	<b>90.1%</b>	8pm-Midnight	29.22	34.50
	86.9%	97.2%			
Percentage above speed limit					

# City of York Council Speed Survey Summary

LC11 Sim Balk Lane

15 - 23 May 2025



**ACPO enforcement speed**

**24**

**8 days of  
data**

Speed Limit:

**20**

## Key speed statistics

Direction	South	North	Mean Speed	South	North
			Midnight - 7am		
Mean	25.30	30.66		29.45	33.77
85th Percentile	31	36	7am-9am	26.78	31.92
95th Percentile	34	40	10am-3pm	24.55	29.87
Top Speed	61.7	65.5	4pm-6pm	24.42	30.74
<b>Percentage above ACPO enforcement speed</b>	<b>56.9%</b>	<b>88.7%</b>	8pm-Midnight	26.91	31.31
	84.2%	97.1%			
Percentage above speed limit					

Acaster Lane

## City of York Council Speed Survey Summary



LC14 Acaster Lane

7 - 18 September 2023

**ACPO enforcement speed****35**

Speed Limit:

30

## Key speed statistics

Direction	South	North	Mean Speed	South	North
			Midnight -		
Mean	24.28	23.89	7am	26.44	26.18
85th Percentile	30	29	7am-9am	23.25	24.30
95th Percentile	33	31	10am-3pm	23.41	23.13
Top Speed	56.2	48.5	4pm-6pm	25.00	24.74
<b>Percentage above ACPO enforcement speed</b>	<b>2.0%</b>	<b>1.1%</b>	8pm-Midnight	26.08	24.31
	12.4%	8.4%			
Percentage above speed limit					

## City of York Council Speed Survey Summary



**LC14 Acaster Lane**

9 - 19 September 2024

**ACPO enforcement speed**

**24**

**8 days of data**

Speed Limit:

20

### Key speed statistics

Direction	South	North	Mean Speed	South	North
			Midnight -		
Mean	23.66	23.81	7am	27.24	27.19
85th Percentile	29	28	7am-9am	24.78	24.64
95th Percentile	33	31	10am-3pm	22.86	23.32
Top Speed	57	45	4pm-6pm	24.31	23.64
<b>Percentage above ACPO enforcement speed</b>	<b>43.8%</b>	<b>43.8%</b>	8pm-Midnight	25.53	24.65
	71.8%	76.5%			
Percentage above speed limit					

## City of York Council Speed Survey Summary

LC14 Acaster Lane

15 - 23 May 2025



**ACPO enforcement speed**

**24**

**8 days of  
data**

Speed Limit:

**20**

### Key speed statistics

Direction	South	North	Mean Speed	South	North
<b>Mean</b>	19.62	20.96	<b>Midnight - 7am</b>	21.76	24.33
<b>85th Percentile</b>	25	26	<b>7am-9am</b>	20.60	22.62
<b>95th Percentile</b>	28	28	<b>10am-3pm</b>	19.13	19.85
<b>Top Speed</b>	45	42.9	<b>4pm-6pm</b>	18.86	20.02
<b>Percentage above ACPO enforcement speed</b>	<b>18.1%</b>	<b>24.8%</b>	<b>8pm-Midnight</b>	21.08	22.32
	47.8%	59.4%			
<b>Percentage above speed limit</b>					



Church Lane

## City of York Council Speed Survey Summary



LC4 Church Lane

7 - 19 September 2023

**ACPO enforcement speed****35**

Speed Limit:

**30**

## Key speed statistics

Direction	East	West	Mean Speed	East	West
			Midnight -		
Mean	24.20	22.85	7am	25.73	25.41
85th Percentile	29	28	7am-9am	24.40	22.80
95th Percentile	32	31	10am-3pm	23.72	22.13
Top Speed	51.1	50.1	4pm-6pm	24.81	23.36
<b>Percentage above ACPO enforcement speed</b>	<b>1.1%</b>	<b>0.9%</b>	8pm-Midnight	25.24	24.47
	8.3%	6.8%			

Percentage above speed limit

Church Lane cont'd

## City of York Council Speed Survey Summary



LC4 Church Lane

9 - 19 September 2024

**ACPO enforcement speed****24****8 days of data**

Speed Limit:

**20**

## Key speed statistics

Direction	East	West	Mean Speed	East	West
			Midnight -		
Mean	22.82	22.41	7am	23.48	24.03
85th Percentile	27	28	7am-9am	22.83	22.18
95th Percentile	30	31	10am-3pm	22.21	21.77
Top Speed	47.3	50.6	4pm-6pm	23.87	23.24
<b>Percentage above ACPO enforcement speed</b>	<b>38.1%</b>	<b>38.0%</b>	8pm-Midnight	22.47	22.94
	73.9%	69.8%			
Percentage above speed limit					

# City of York Council Speed Survey Summary



LC04 Church Lane

15 - 23 may 2025

**ACPO enforcement speed**

**24**

**8 days of  
data**

Speed Limit:

20

## Key speed statistics

Direction	West	East	Mean Speed	West	East
Mean	22.72	22.74	Midnight - 7am	26.19	24.63
85th Percentile	28	27	7am-9am	21.82	21.97
95th Percentile	30	30	10am-3pm	22.48	22.13
Top Speed	57.2	50.1	4pm-6pm	22.69	23.87
<b>Percentage above ACPO enforcement speed</b>	<b>38.7%</b>	<b>37.2%</b>	8pm-Midnight	23.64	23.97
Percentage above speed limit	71.6%	73.1%			

## Lang Road

## City of York Council Speed Survey Summary



## LC5 Lang Road

7 - 18 September 2023

**ACPO enforcement speed****35**

Speed Limit:

30

## Key speed statistics

Direction	East	West	Mean Speed	East	West
Mean	20.15	18.87	Midnight - 7am	19.50	20.46
85th Percentile	25	23	7am-9am	20.41	18.19
95th Percentile	27	25	10am-3pm	20.17	18.84
Top Speed	42.1	37.7	4pm-6pm	20.58	19.50
<b>Percentage above ACPO enforcement speed</b>	<b>0.1%</b>	<b>0.0%</b>	8pm-Midnight	18.94	18.15
Percentage above speed limit	1.4%	0.5%			

# City of York Council Speed Survey Summary



LC5 Lang Road

10 - 12 September 2024

ACPO enforcement speed

24

8 days of data

Speed Limit:

20

## Key speed statistics

Direction	East	West	Mean Speed	East	West
			Midnight -		
Mean	20.74	19.74	7am	21.17	23.50
85th Percentile	25	24	7am-9am	19.58	17.46
95th Percentile	27	27	10am-3pm	18.81	19.02
Top Speed	39	39	4pm-6pm	21.32	18.36
Percentage above ACPO enforcement speed	15.7%	12.4%	8pm-Midnight	18.74	18.42
	51.3%	40.6%			
Percentage above speed limit					

## Keble Park North

## City of York Council Speed Survey Summary



## LC9 Keble Park North

7 - 18 September 2023

**ACPO enforcement speed****35**

Speed Limit:

30

## Key speed statistics

Direction	East	West	Mean Speed	East	West
Mean	16.50	16.63	Midnight - 7am	17.84	16.49
85th Percentile	21	20	7am-9am	16.52	16.63
95th Percentile	24	23	10am-3pm	16.41	16.59
Top Speed	31.6	29.5	4pm-6pm	16.20	16.88
<b>Percentage above ACPO enforcement speed</b>	<b>0.0%</b>	<b>0.0%</b>	8pm-Midnight	16.22	16.29
Percentage above speed limit	0.1%	0.0%			

## City of York Council Speed Survey Summary



**LC9 Keble Park North**

12 - 19 September 2024

**ACPO enforcement speed**

**24**

**8 days of data**

Speed Limit:

20

### Key speed statistics

Direction	East	West	Mean Speed	East	West
<b>Mean</b>	16.01	15.59	<b>Midnight - 7am</b>	17.54	18.00
<b>85th Percentile</b>	20	20	<b>7am-9am</b>	16.53	15.76
<b>95th Percentile</b>	22	22	<b>10am-3pm</b>	15.96	15.97
<b>Top Speed</b>	27	31	<b>4pm-6pm</b>	15.69	15.05
<b>Percentage above ACPO enforcement speed</b>	<b>1.8%</b>	<b>1.6%</b>	<b>8pm-Midnight</b>	15.91	14.81
<b>Percentage above speed limit</b>	13.5%	14.7%			

# City of York Council Speed Survey Summary



LC09 Keble Park North

15 - 23 May 2025

**ACPO enforcement speed**

**24**

**8 days of  
data**

Speed Limit:

20

## Key speed statistics

Direction	East	West	Mean Speed	East	West
Mean	16.51	15.89	Midnight - 7am	17.91	17.98
85th Percentile	21	20	7am-9am	16.75	16.30
95th Percentile	23	22	10am-3pm	16.75	15.66
Top Speed	32	28.2	4pm-6pm	15.87	15.73
<b>Percentage above ACPO enforcement speed</b>	<b>2.9%</b>	<b>1.2%</b>	8pm-Midnight	15.47	15.47
Percentage above speed limit	21.3%	12.8%			



## Keble Park South

## City of York Council Speed Survey Summary



## LC11 Keble Park South

7 - 18 September 2023

**ACPO enforcement speed****35**

Speed Limit:

**30**

## Key speed statistics

Direction	South	North	Mean Speed	South	North
			Midnight -		
Mean	18.67	16.75	7am	19.51	16.03
85th Percentile	24	22	7am-9am	19.19	14.30
95th Percentile	27	25	10am-3pm	18.38	16.54
Top Speed	38.9	32.7	4pm-6pm	18.84	17.26
<b>Percentage above ACPO enforcement speed</b>	<b>0.2%</b>	<b>0.0%</b>	8pm-Midnight	19.70	18.63
	0.7%	0.3%			
Percentage above speed limit					

Keble Park South cont'd

## City of York Council Speed Survey Summary



LC11 Keble Park South

9 - 18 September 2024

ACPO enforcement speed

24

8 days of data

Speed Limit:

20

## Key speed statistics

Direction	South	North	Mean Speed	South	North
			Midnight -		
Mean	17.90	16.38	7am	18.27	17.06
85th Percentile	23	21	7am-9am	18.31	14.96
95th Percentile	25	24	10am-3pm	17.34	16.07
Top Speed	31.6	35.9	4pm-6pm	17.74	16.91
Percentage above ACPO enforcement speed	9.5%	5.1%	8pm-Midnight	19.07	17.15
	32.8%	22.0%			
Percentage above speed limit					

## City of York Council Speed Survey Summary

LC11 Keble Park South

15 - 23 May 2025



**ACPO enforcement speed**

Speed Limit:

**24**

20

**8 days of  
data**

### Key speed statistics

Direction	South	North	Mean Speed	South	North
Mean	18.99	15.56	Midnight - 7am	20.67	17.77
85th Percentile	23	20	7am-9am	19.74	13.52
95th Percentile	26	22	10am-3pm	17.95	15.41
Top Speed	34.2	28.6	4pm-6pm	19.12	16.27
<b>Percentage above ACPO enforcement speed</b>	<b>11.6%</b>	<b>2.4%</b>	8pm-Midnight	20.04	16.03
Percentage above speed limit	42.4%	12.6%			

Bishopthorpe Road

City of York Council Speed Survey  
Summary



LC101 Bishopthorpe Road  
15 - 23 May 2025

ACPO enforcement speed  
Speed Limit:

24  
20  
8 days of data

Key speed statistics

Direction	South	North	Mean Speed	South	North
Mean	24.47	27.12	Midnight - 7am	29.72	29.67
85th Percentile	30	33	7am-9am	25.60	26.20
95th Percentile	33	36	10am-3pm	24.44	26.81
Top Speed	74.6	63.6	4pm-6pm	22.74	27.39
Percentage above ACPO enforcement speed	50.7%	72.1%	8pm-Midnight	26.37	28.43
Percentage above speed limit	82.0%	86.8%			

Appleton Road

## City of York Council Speed Survey Summary

LC14 Appleton Road

15 - 23 May 2025

**ACPO enforcement speed****24****8 days of data**

Speed Limit:

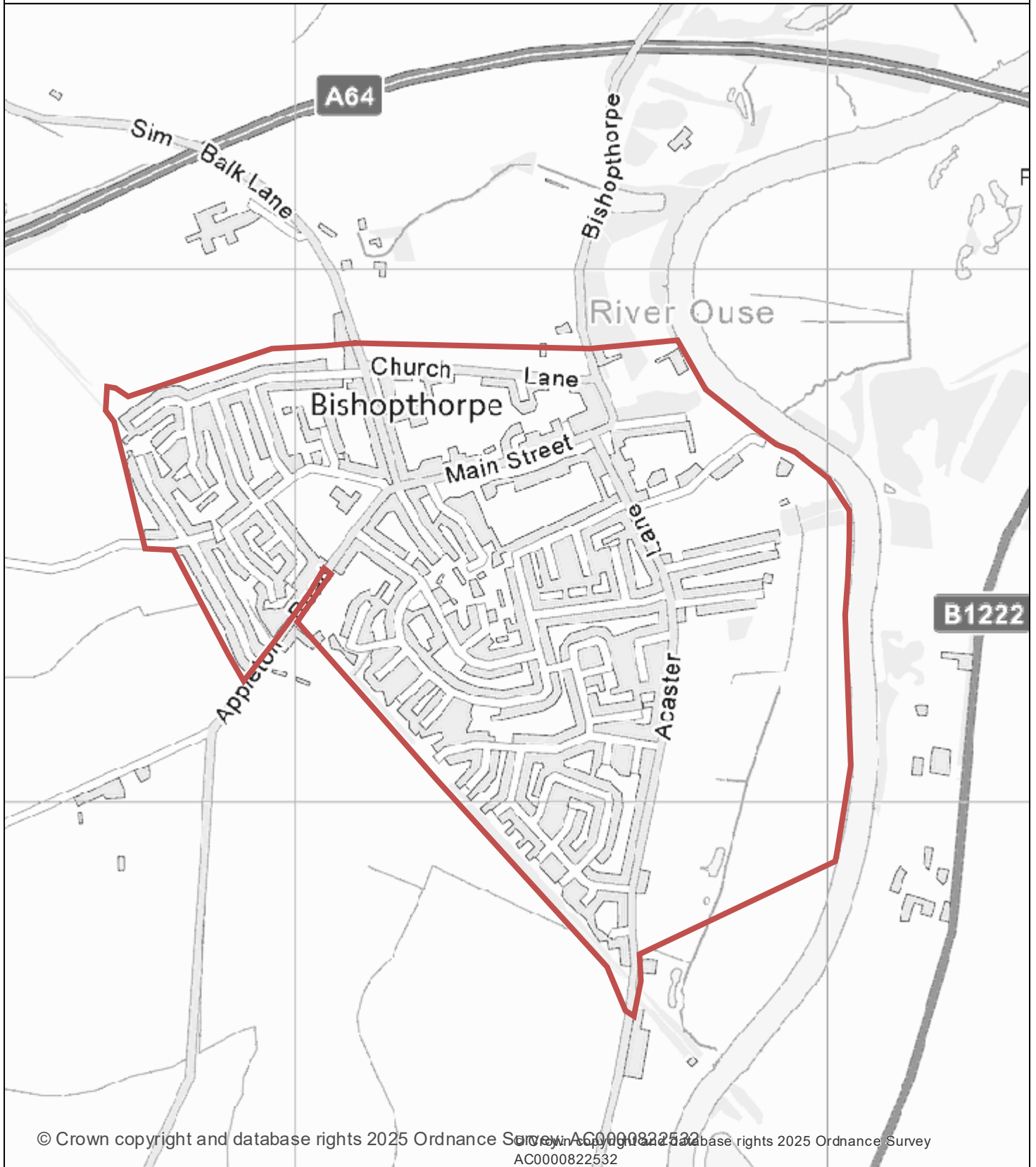
**20**

### Key speed statistics

Direction	South	North	Mean Speed	South	North
Mean	26.45	25.10	Midnight - 7am	29.78	26.23
85th Percentile	35	33	7am-9am	27.69	25.96
95th Percentile	39	37	10am-3pm	25.07	24.23
Top Speed	61.8	57.6	4pm-6pm	27.38	25.65
<b>Percentage above ACPO enforcement speed</b>	<b>63.0%</b>	<b>58.0%</b>	8pm-Midnight	28.33	27.12
Percentage above speed limit	75.6%	73.2%			

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# Annex D - Recommended 20mph area



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**Author:** City of York Council  
**Scale:** 1:10,000



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# Annex F: Bishopthorpe 20mph Area

Plan 42

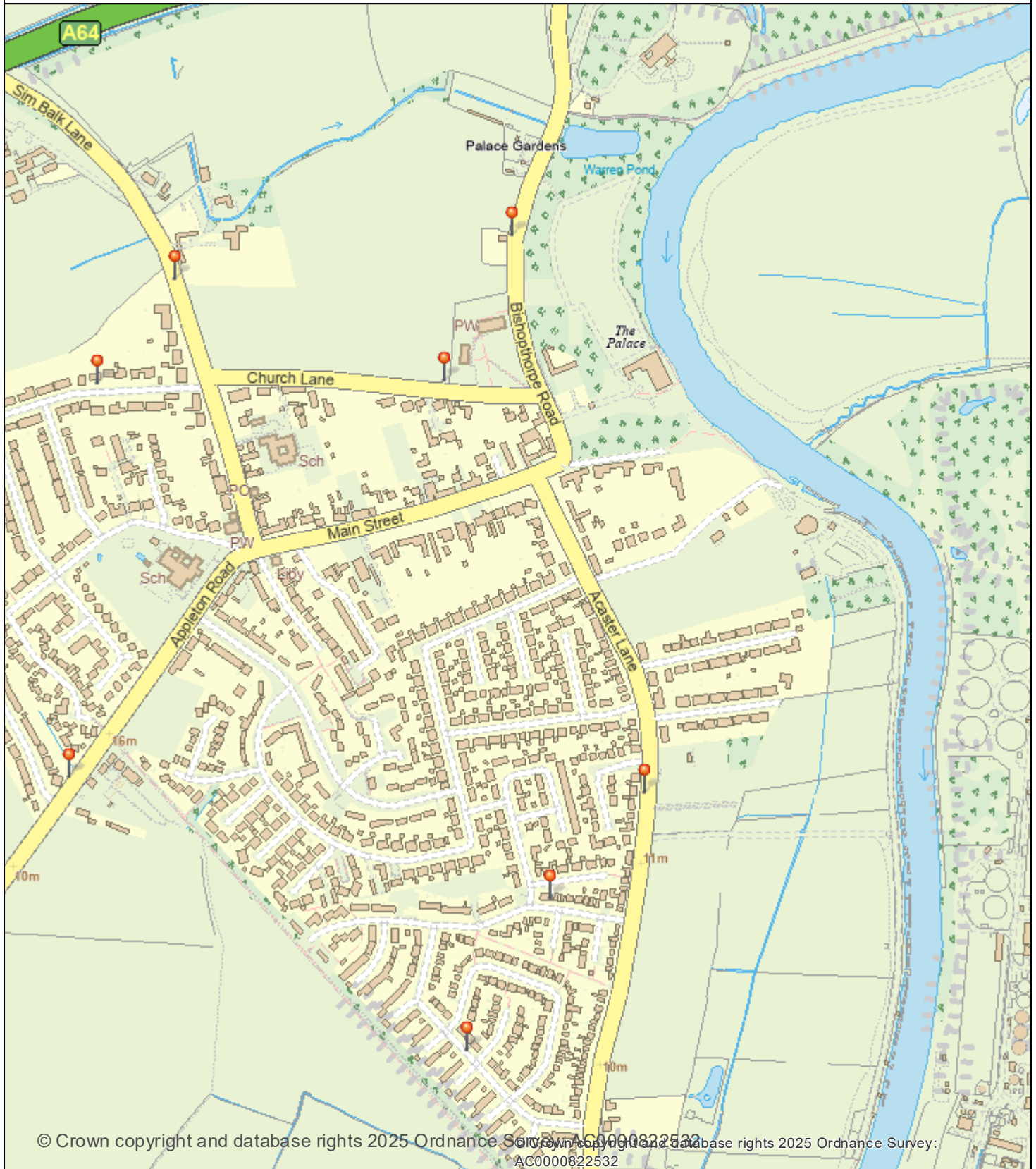


**Date:** 04 Jun 2024  
**Author:** City of York Council  
**Scale:** 1:10,000



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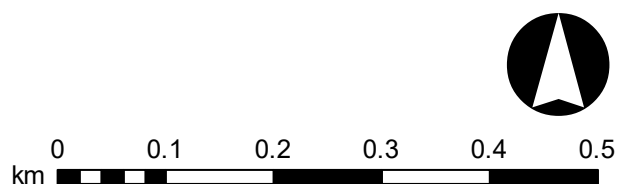
## Annex G - Speed Survey locations



**Date:** 04 Sep 2025

**Author:** City of York Council

**Scale:** 1:7,000



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