

Annex A

Requests for Changes to the Speed Limit

Location	Existing speed limit
Stockton Lane	60mph rural road
The Hollies, Stockton on the Forest	30mph built up area
A1079 Dunnington	60mph
Northfield Lane Upper Poppleton	60mph rural road
North Lane Huntington	60mph rural road
Intake Lane. Acaster Malbis	60mph rural road
Temple Lane	60mph rural road
Wheldrake Lane, Elvington village	60mph rural road
Deighton	40mph A19
Sim Balk Lane	60mph rural road
Askham Bryan, A1237 Askham lane roundabout to village	60mph rural road
Askham Bryan, A1237 Copmanthorpe roundabout to village	60mph rural road
Naburn	60mph rural road
The Revival Estate, Dringhouses	30mph
Towthorpe	60mph rural road

Annex B

Speed Limit Descriptions

Table 1 Speed limits in urban areas – summary

Speed limit (mph)	Where limit should apply
20 (including 20 mph zone)	In streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.
30	In other built-up areas (where motor vehicle movement is deemed more important), with development on both sides of the road.
40	On higher quality suburban roads or those on the outskirts of urban areas where there is little development, with few cyclists, pedestrians or equestrians. On roads with good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. On roads that, wherever possible, cater for the needs of non-motorised users through segregation of road space, and have adequate footways and crossing places.
50	On dual carriageway ring or radial routes or bypasses that have become partially built up, with little or no roadside development.

Table 2 Speed limits for single carriageway roads⁸ with a predominant motor traffic flow function

Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. Can also be considered where mean speeds are below 50 mph, so lower limit does not interfere with traffic flow.
40	Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

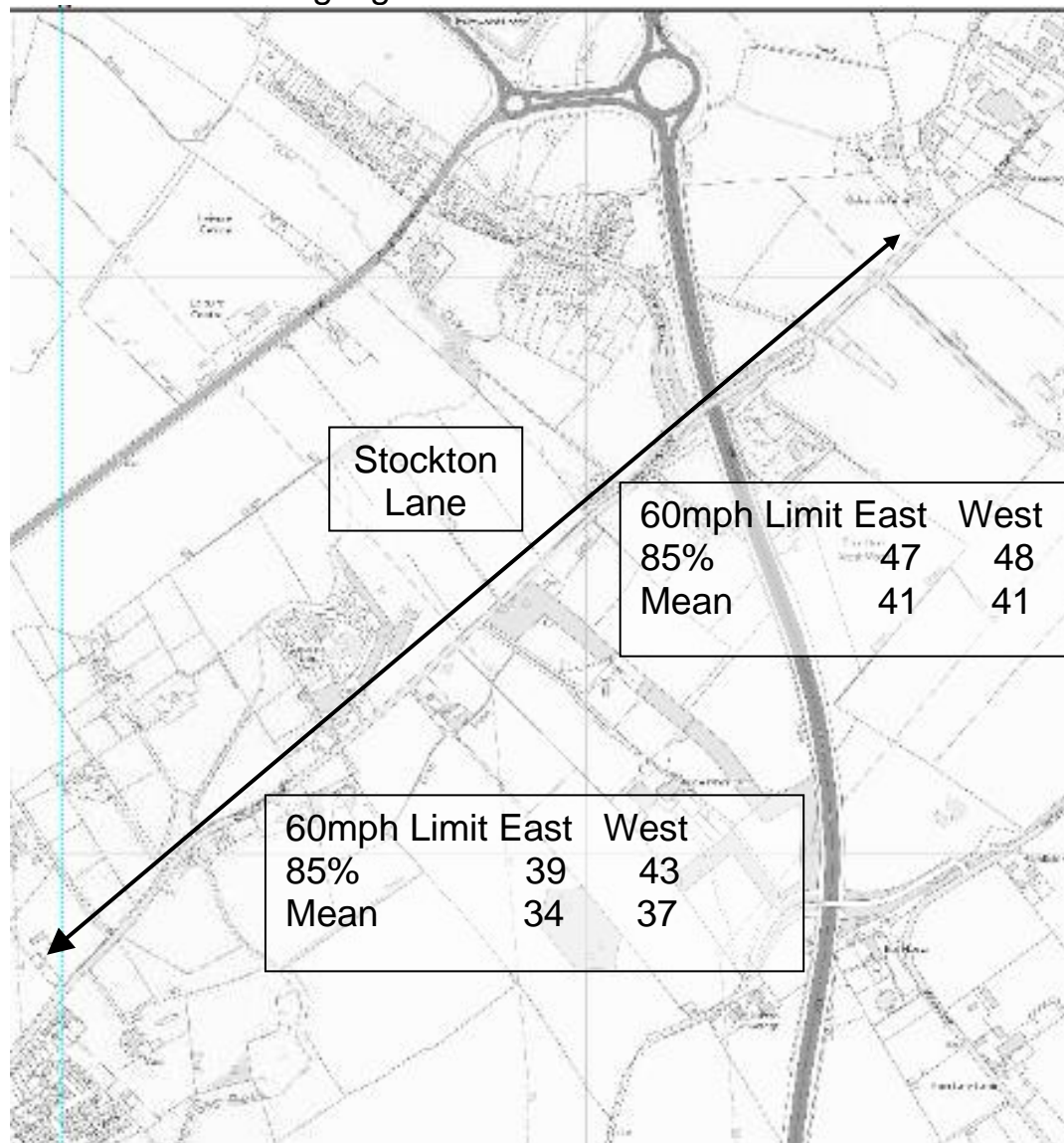
Annex C

Site Information

Location: Stockton Lane	85th %ile speed:
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Background information

Approximately 2.25km long and fairly straight. Lightly built up in short sections from the existing 30mph. The speed surveys indicate there is very little prospect of achieving a reduction in vehicle speeds. There is one noticeable bend along the road where an advisory maximum speed sign could be added to the bend warning sign to advise drivers unfamiliar with the road.



Officer recommendation: approximate cost £200

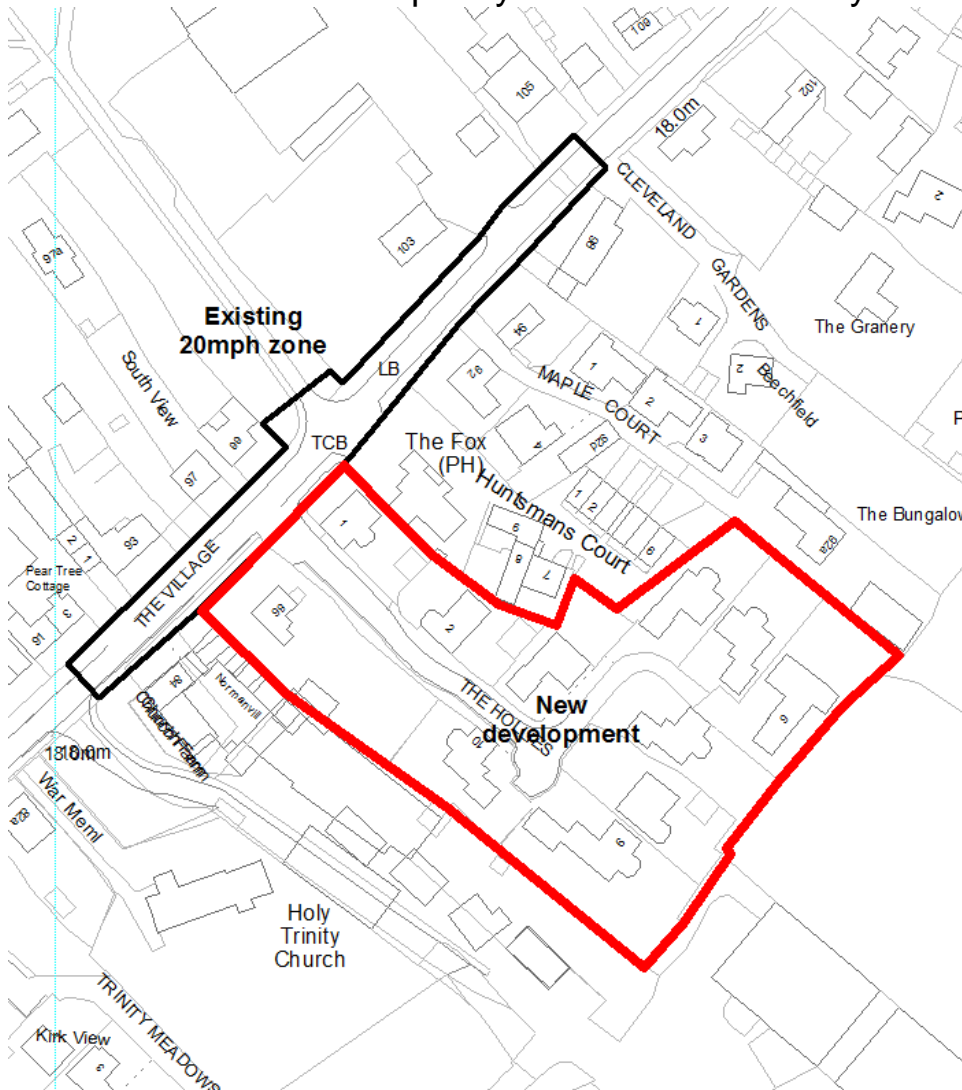
No action on the speed limit but place an advisory 40mph sign at the bend.

Location: The Hollies, Stockton on the Forest

85th %ile speed: no data

Background information

A new short cul-de-sac development (boundary in red) off an existing 20mph zone (black boundary) outside a school. The road has also recently become adopted highway. The length of new road does not lend itself to speeds over 20mph. If not included in the 20mph zone there would be requirement to install 30mph signs heading into the new estate which would most likely be viewed as ridiculous and reflect poorly on the local authority.



Officer recommendation: approximate cost £200

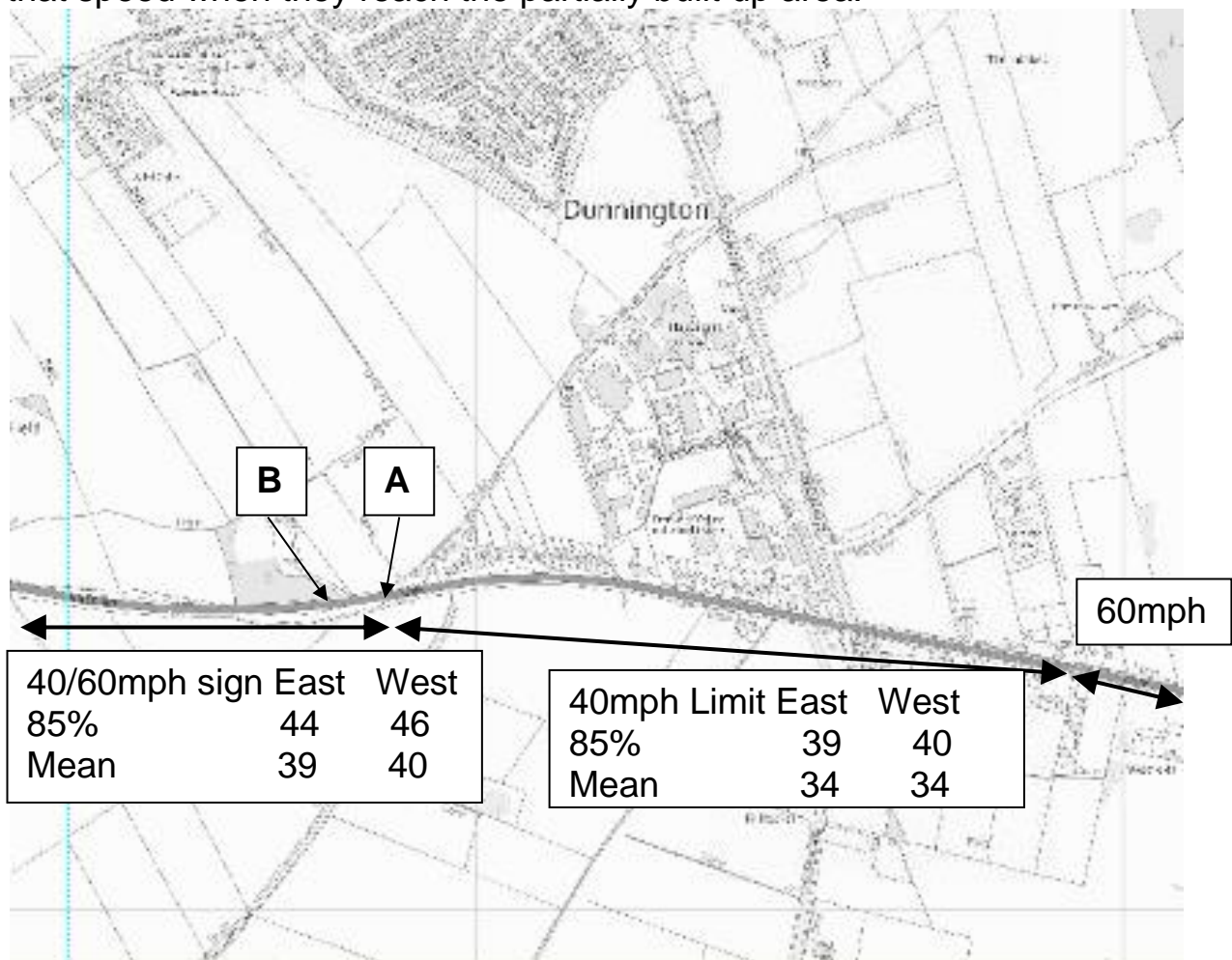
Advertise a reduced speed limit of 20mph to include the new development in the existing zone.

Location: A1079 Dunnington

85th %ile speed:

Background information

This is part of the primary road network York and Hull route. The existing speed limit is 60mph and this reduces to 40mph as it passes the built up area of Dunnington that fronts on to the road. The request is for the 40mph to be extended further towards York in order that more drivers will be travelling at that speed when they reach the partially built up area.



Officer recommendation: approximate cost £600

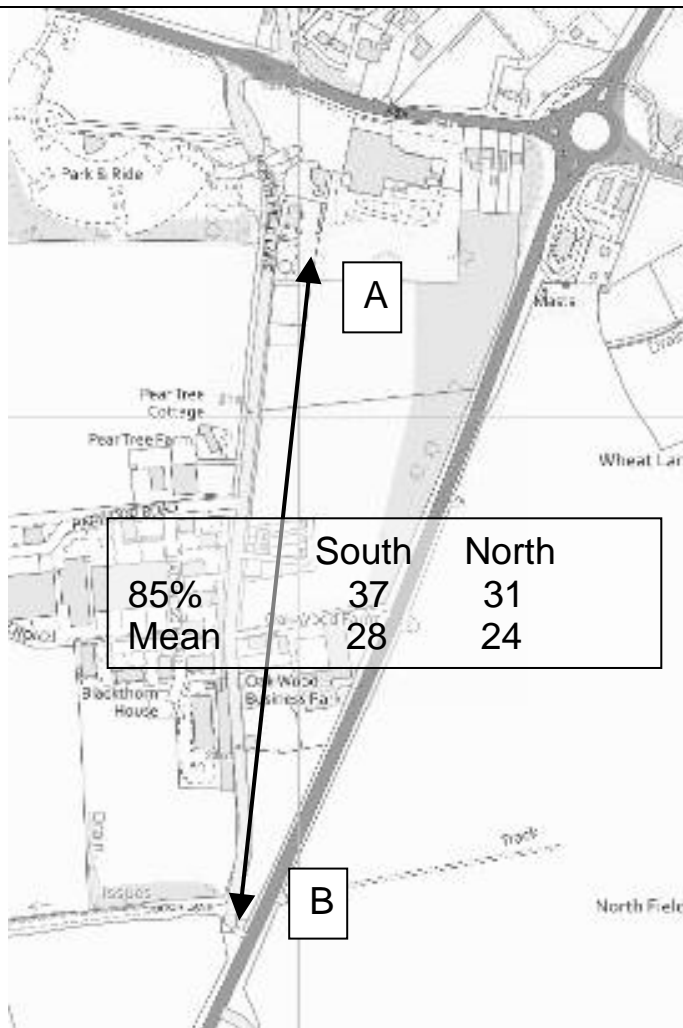
Advertise a reduced speed limit of 40mph speed limit to extend the existing 40mph by 100m towards York (from point A to point B on the plan above).

Location: Northfield Lane Upper Poppleton

85th %ile speed:

Background information

Whilst the general character of the road sits with the definition of an unrestricted rural road (60mph) this is a dead end route that only accesses a few properties and a business park. The section of road adjacent to the Park and Ride site and garden centre is currently 40mph.



In addition, there has been a recent leisure cycle / footpath scheme at the end of the road leading to increased non-motor vehicle numbers in the area. The speed surveys indicate the number of vehicles is quite low and that speeds are generally also reasonably low. Hence, Option A, extending the 40mph from the park and ride site entrance could potentially achieve a reduction of a few miles per hour.

However to achieve a greater reduction in vehicle speeds, Option B is suggested. The road could be artificially narrowed to a single track with passing places by marking the carriageway with a cycle lane (a combination of mandatory and advisory) on both sides. This will then extend the existing cycle facility to reach the garden centre and Park and Ride.

Consideration could also be given to signing the route as a “quiet lane” (see example and definition below). A “Quiet lane” designation has not been used before in the York area and this location looks to be a good candidate for a trial. A sketch of the outline concept of the entry to Northfield Lane as a quiet lane is show below.

If Option B is taken forward then it would be reasonable to reduce the speed limit on Northfield Lane for its whole length from its junction with the A59 to 30mph.



Quiet Lanes are **defined** as minor rural roads or networks of minor rural roads appropriate for shared use by walkers, cyclists, horse riders and other vehicles. The aim of **Quiet Lanes** is to maintain the character of minor rural roads by seeking to contain rising traffic growth that is widespread in rural areas.



Officer recommendation – Option B: approximate cost £1500

Advertise a Reduced speed limit of 30mph to cover the full length of this no through road and delegate to officers to determine and implement a suitable design for creating a “quiet lane”.

Location: North Lane, Huntington

85th %ile speed:

Background information

This is a rural road with few properties or accesses along the bulk of its length. The small built up section is too short for effective enforcement action to be carried out (it normally needs to be in excess of 400m long). However as there is a junction with the A64 at one end and a bend in the road close to the other end of the built up section there is a case for posting a 30mph speed limit that the physical features of the road layout and the adjacent properties should encourage a degree of driver compliance rather than them choosing to excessively increase their speed after turning off the A64.



Officer recommendation: approximate cost £700

Advertise a 30mph speed limit over the section of road highlighted on the plan above.

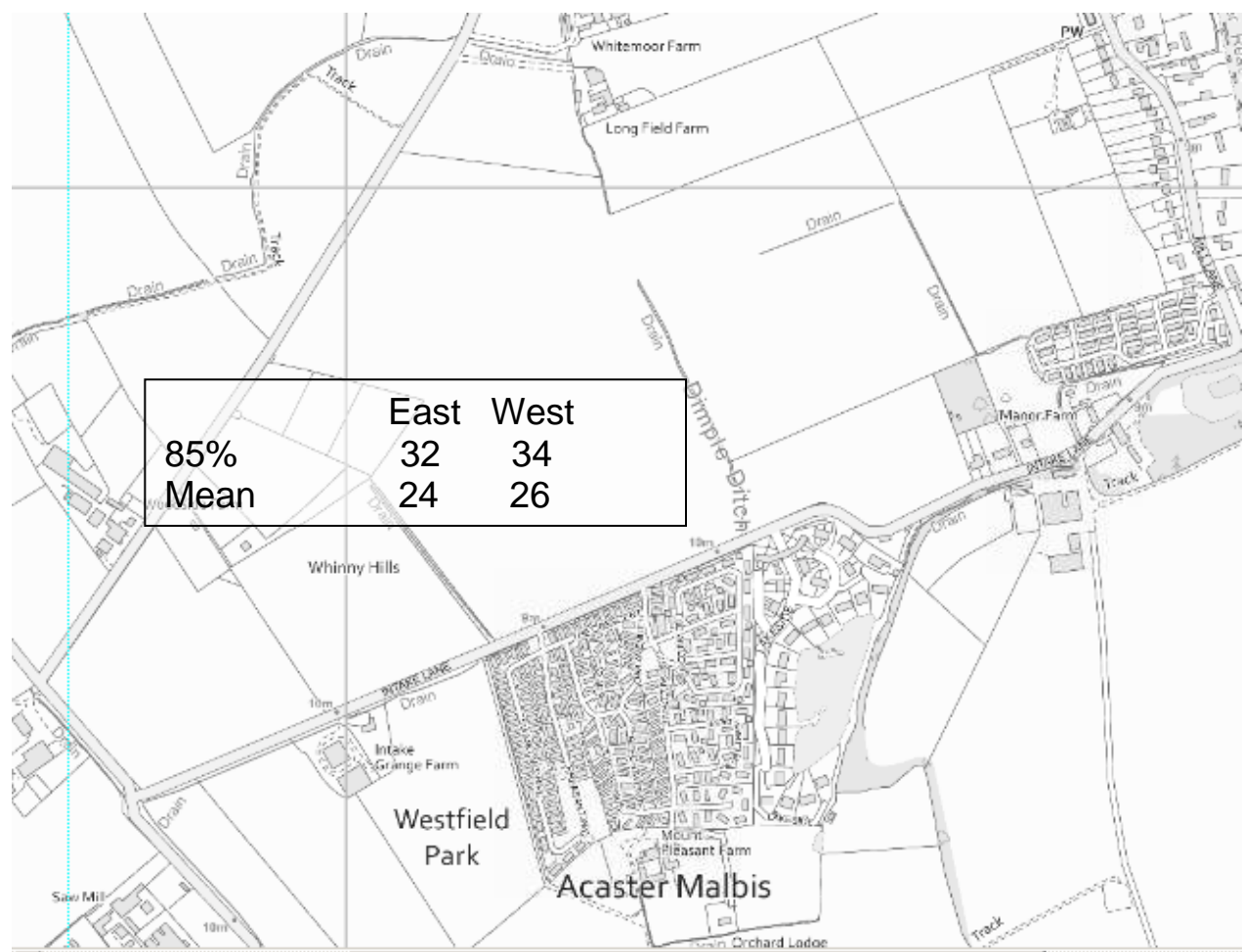
It is also recommended that because there are no street lights and therefore a requirement for repeater signs, these should be of a design similar to that shown above in order to minimise the adverse impact on the look of the village.

Location: Intake Lane, Acaster Malbis

85th %ile speed:

Background information

This is a rural road that has few properties or accesses fronting on to it. With it being somewhat off any direct routes it seems reasonable to assume that most users will be local to or familiar with the area. Hence we can be confident that posting a lower speed limit will have no effect on the speed drivers choose to travel at which is more influenced by their familiarity and the nature of the road environment.



Officer recommendation: cost £0

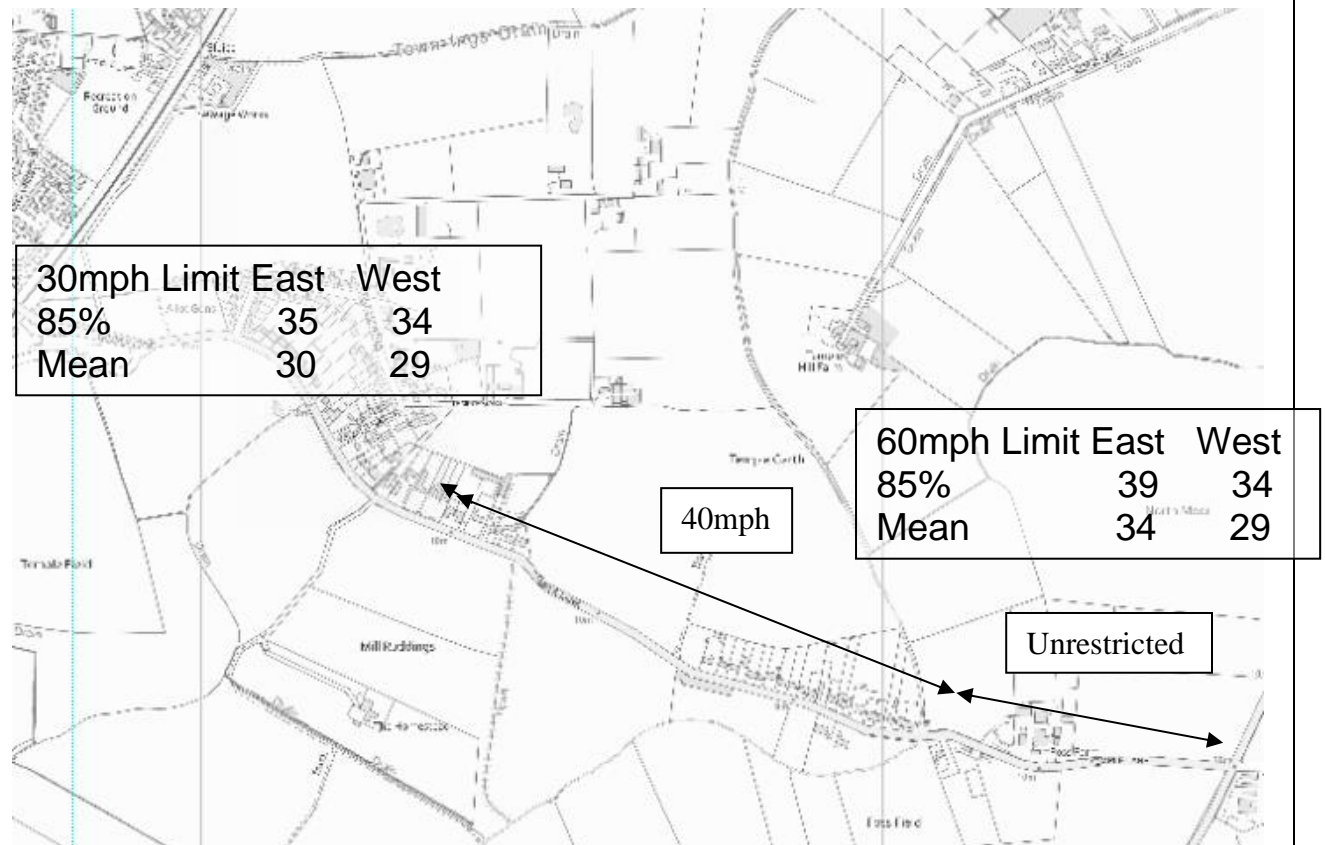
Take no action.

Location: Temple lane, Copmanthorpe

85th %ile speed:

Background information

The request here is to extend the 40mph speed limit to the junction with Appleton Road. Much of Temple Lane is very lightly built up and the existing speed limit is placed to co-inside with several properties indicating to drivers the reason for needing to slow. Moving the limit to the junction where there are no real urban indicators would be unlikely to lead to a reduction in speed and would have the potential to result in higher speeds where the existing limit is signed as there would no longer be the start of a new lower limit to trigger a driver to respond to the change in conditions.



Officer recommendation: cost £0

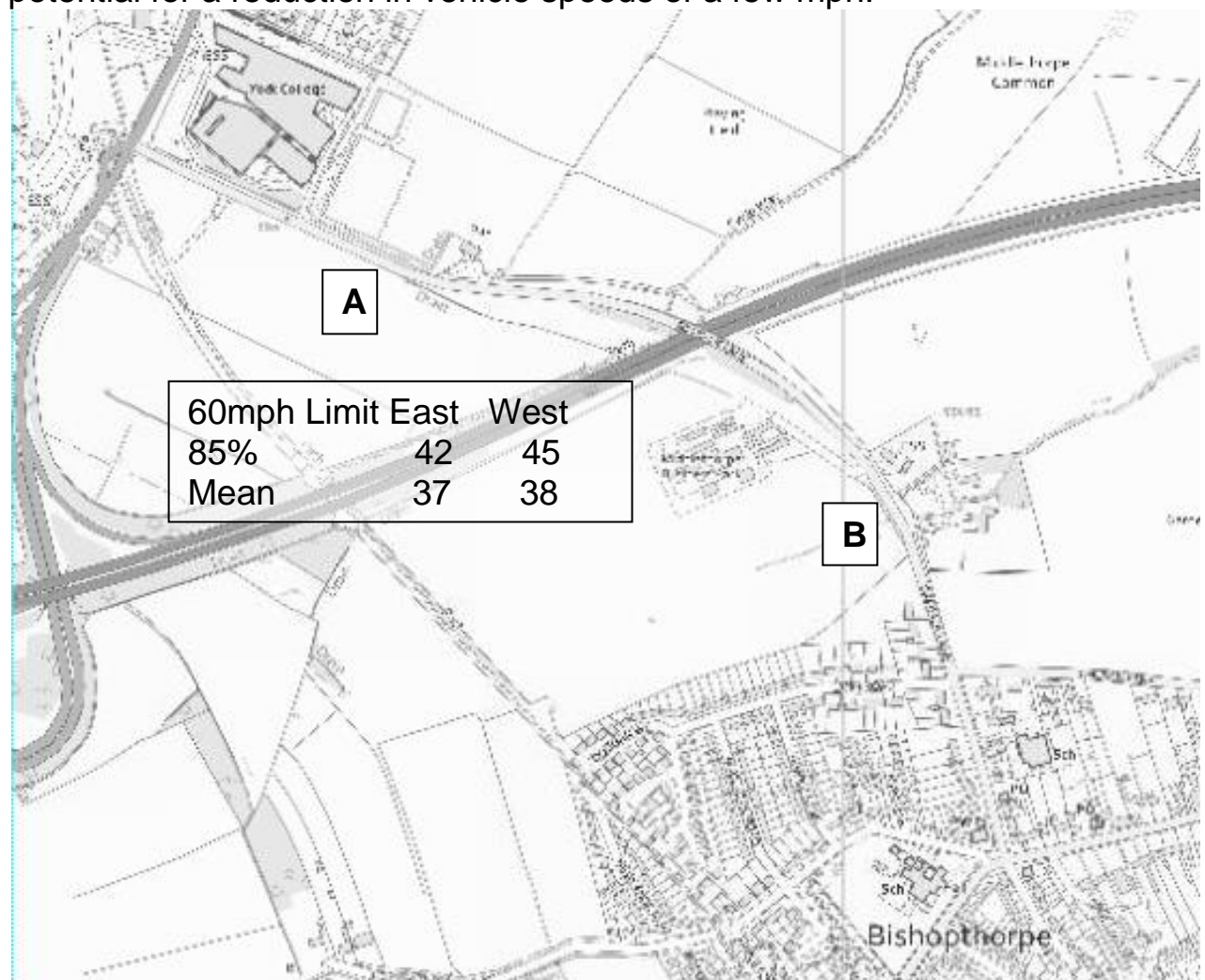
Take no action

Location: Sim Balk Lane

85th %ile speed:

Background information

Approximately 750m long. Lightly built up over much of its length from the existing 30mph position at either end. Whilst the character of the road does fit the general description for an unrestricted rural road it is quite a short length and there are 3 accesses used by students and cyclists accessing the York to Selby cycle route. Given the short length it is reasonable to assume there is potential for a reduction in vehicle speeds of a few mph.



Officer recommendation: approximate cost £800

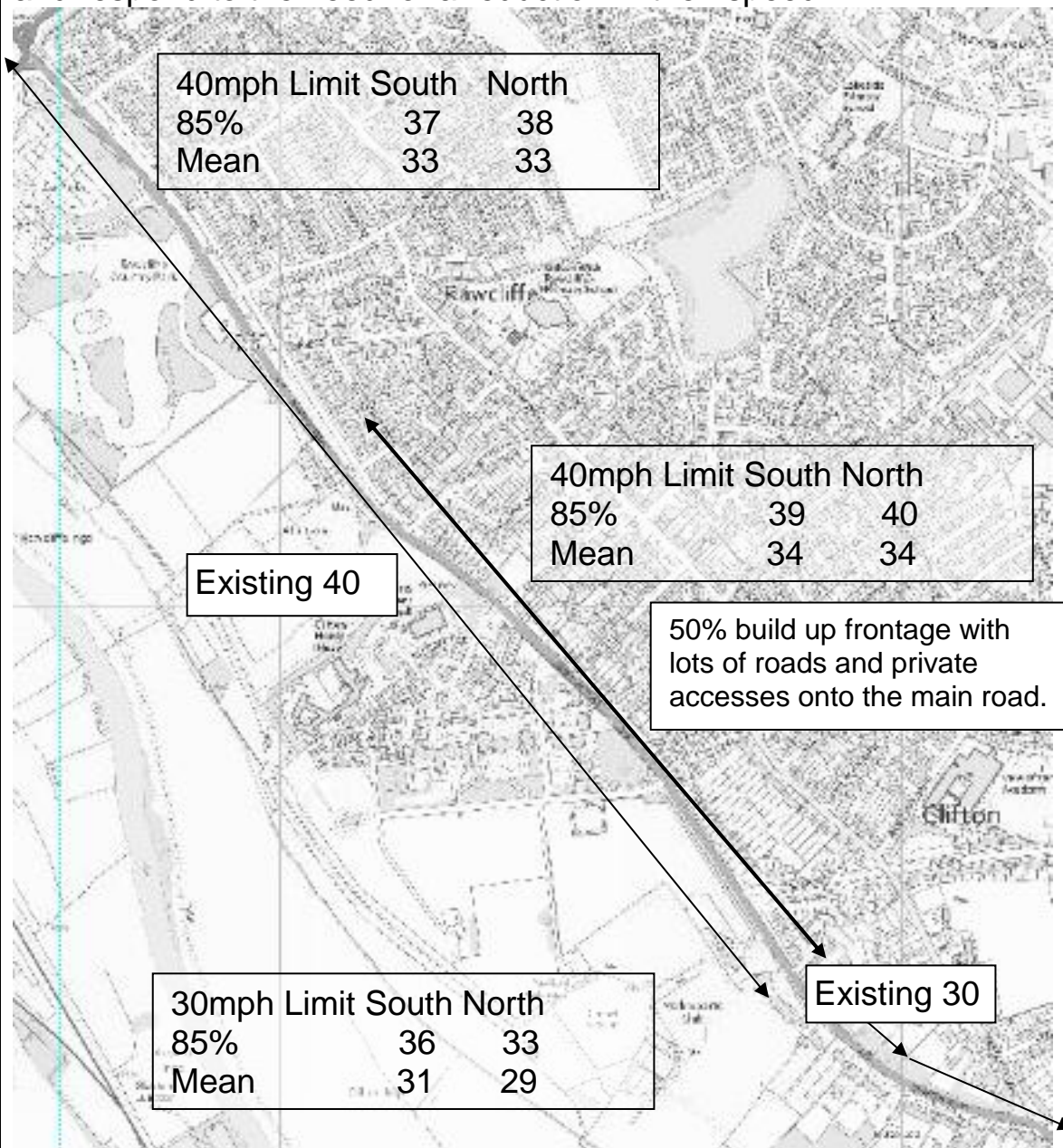
Introduce a 40mph speed limit between points A and B

Location: A19 Shipton Road, Rawcliffe

85th %ile speed:

Background information

There is a case when considering the guidelines for either a 30 or 40mph (existing) speed limit along a length of road that is 50% built up fronting on to and with many accesses on to the main road. By starting the speed limit where there is a noticeable change in the character of the road a driver should see and respond to the need for a reduction in their speed.



Officer recommendation: approximate cost £400

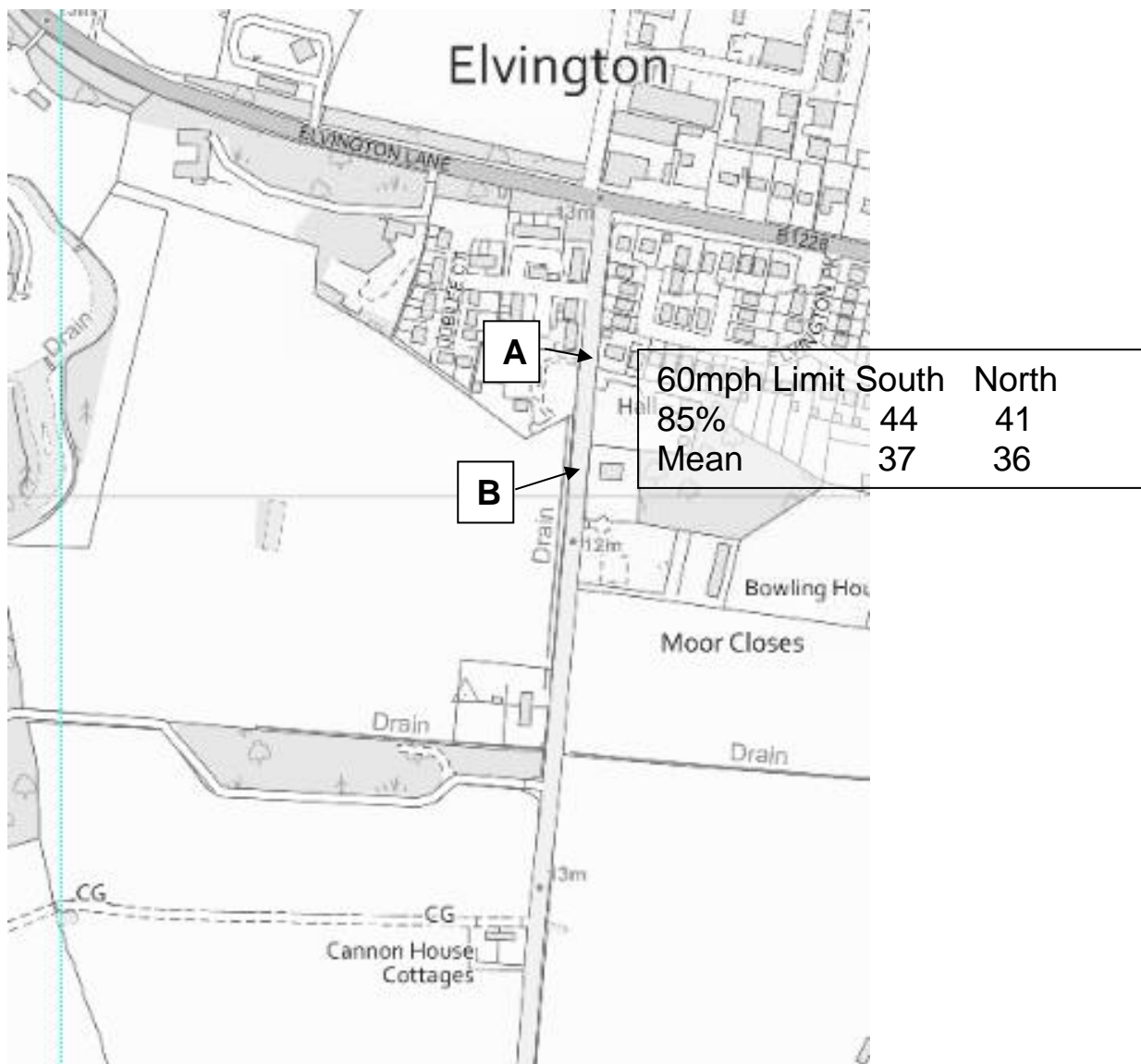
Advertise a reduction in the speed limit to 30mph over the 50% built up length as indicated on the plan above.

Location: Wheldrake Lane

85th %ile speed:

Background information

The start of the 30mph speed limit is positioned very close to the start of the built up area. In addition there are a couple of accesses immediately to the south of the existing speed limit position one of which is Elvington scouts. It seems reasonable therefore to extend the limit by 100m to the south.



Officer recommendation: approximate cost £300

Extend the 30mph by 100m from point A to point B

Location: Askham Bryan – 2 sites

85th %ile speed:

Background information



Site 1 – Approximately 1km long. The character of the road is rural between the existing 30mph speed limit and the A1237. The length of road and existing speed surveys indicate there is no real prospect of reduced vehicle speeds being achieved. However the start of the village 30mph speed limit is very close to the built up area and this could be extended by 100m which may lead to better compliance at the start of the built up area.

Site 2 - Partially street lit around the collage area hence this length should be signed as a 30mph or be in the TRO as unrestricted but it isn't and is therefore incorrect. The remaining short length of road heading into the village is rural in character. Taking these factors and the existing speeds recorded into account it is reasonable to assume there is scope for a reduction in vehicle speeds of a few mph if a 40pmh is introduced from the roundabout to the 30mph and extend the 30mph by 50m from the existing start point near a playground entrance.

Officer recommendation: approximate cost £1500

Site 1 – extend the 30mph by 100m

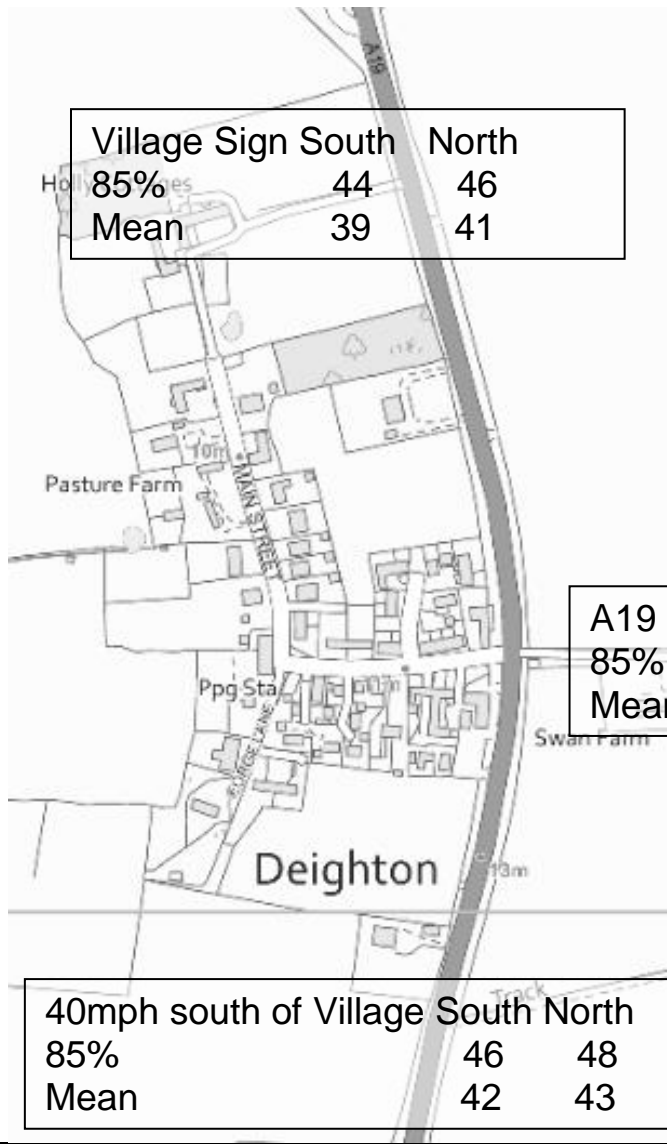
Site 2 – introduce a 40mph speed limit and extend the village 30mph by 100m

Location: Deighton

85th %ile speed:

Background information

The existing speed limit is 40mph as it passes the entrance to the village area. There are very few properties fronting on to this stretch of the road and it is very unlikely that a reduction in the posted speed limit would achieve an actual reduction in vehicle speeds.

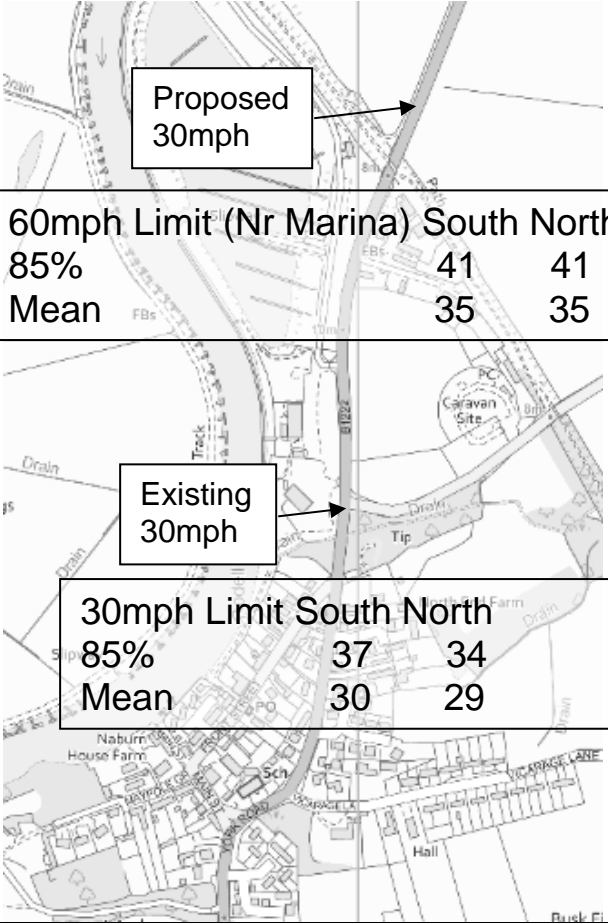


	South	North
85%	44	46
Mean	39	41

	South	North
85%	44	41
Mean	40	37

	South	North
40mph south of Village	46	48
85%		
Mean	42	43

Officer recommendation: cost £0
No action.

Location: Naburn	85th %ile speed:																								
<p>Background information</p>  <table border="1" data-bbox="145 656 799 801"> <tr> <td colspan="2">60mph Limit (Nr Marina) South North</td> <td></td> <td></td> </tr> <tr> <td>85%</td> <td></td> <td>41</td> <td>41</td> </tr> <tr> <td>Mean</td> <td>FBs</td> <td>35</td> <td>35</td> </tr> </table> <table border="1" data-bbox="217 1043 772 1189"> <tr> <td colspan="2">30mph Limit South North</td> <td></td> <td></td> </tr> <tr> <td>85%</td> <td></td> <td>37</td> <td>34</td> </tr> <tr> <td>Mean</td> <td></td> <td>30</td> <td>29</td> </tr> </table>	60mph Limit (Nr Marina) South North				85%		41	41	Mean	FBs	35	35	30mph Limit South North				85%		37	34	Mean		30	29	<p>The presence of the entry and exit to the York to Selby cycle /footway immediately to the north of the old railway bridge, which is on the very edge of the village, along with the marina makes it reasonable to assume that drivers will observe a reason for a lower limit and will adjust their speed downwards.</p>
60mph Limit (Nr Marina) South North																									
85%		41	41																						
Mean	FBs	35	35																						
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85%		37	34																						
Mean		30	29																						
<p>Officer recommendation: approximate cost £400 Advertise an extension to the 30mph speed limit as indicated on the plan above.</p>																									

Location: Towthorpe

85th %ile speed: No data

Background information

The area has seen an increase in properties over the years, due to conversion of barns in to properties, giving the area a more residential feel and increase the number of vehicles along the length of road.



Officer recommendation: approximate cost £800

Introduce a 30mph speed limit from Strensall Road junction (A) to the bend just before the start of the village (B).

It is also recommended that because there are no street lights and therefore a requirement for repeater signs, these should be of a design similar to that shown above in order to minimise the adverse impact on the look of the village.

Location: The Revival Estate

85th %ile speed: No data

Background information

This is a modern estate designed to encourage low vehicle speeds. There is no through route, hence most traffic will either be local residents, visitors/deliveries to the properties or regular users choosing to park here for the collage. There are plans to consult on the introduction of a residents parking scheme which if residents support will lead to a reduction in none resident traffic. Whilst it is unlikely that posting a lower speed limit will influence the actual speed of the regular road users in the estate, the area is similar to the many other purely residential 20mph zones around the city.



Officer recommendation: approximate cost £200

Advertise a reduced speed limit of 20mph to cover the whole of the new estate.