

**Site:** Danebury Drive, South

**ANNEX A**

**Speed Limit:** 20mph   **Max Mean Speed:** 25mph   **Max 85%ile:** 31mph

**Injury Collisions Jan 2012 – Dec 2014:** 3

**Proposals:** Replace the three speed cushion arrangement with two cushions and build-outs to narrow the carriageway, and thereby encourage lower vehicle speeds.

**Consultation Comments:**

*CYC Landscape Architect* - Can the build-outs be soft and include trees?

*CYC Arboricultural Officer* - Agree, trees will help combat pollution and help with drainage.

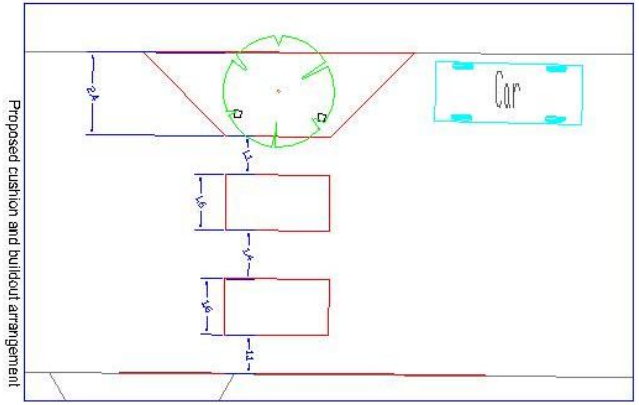
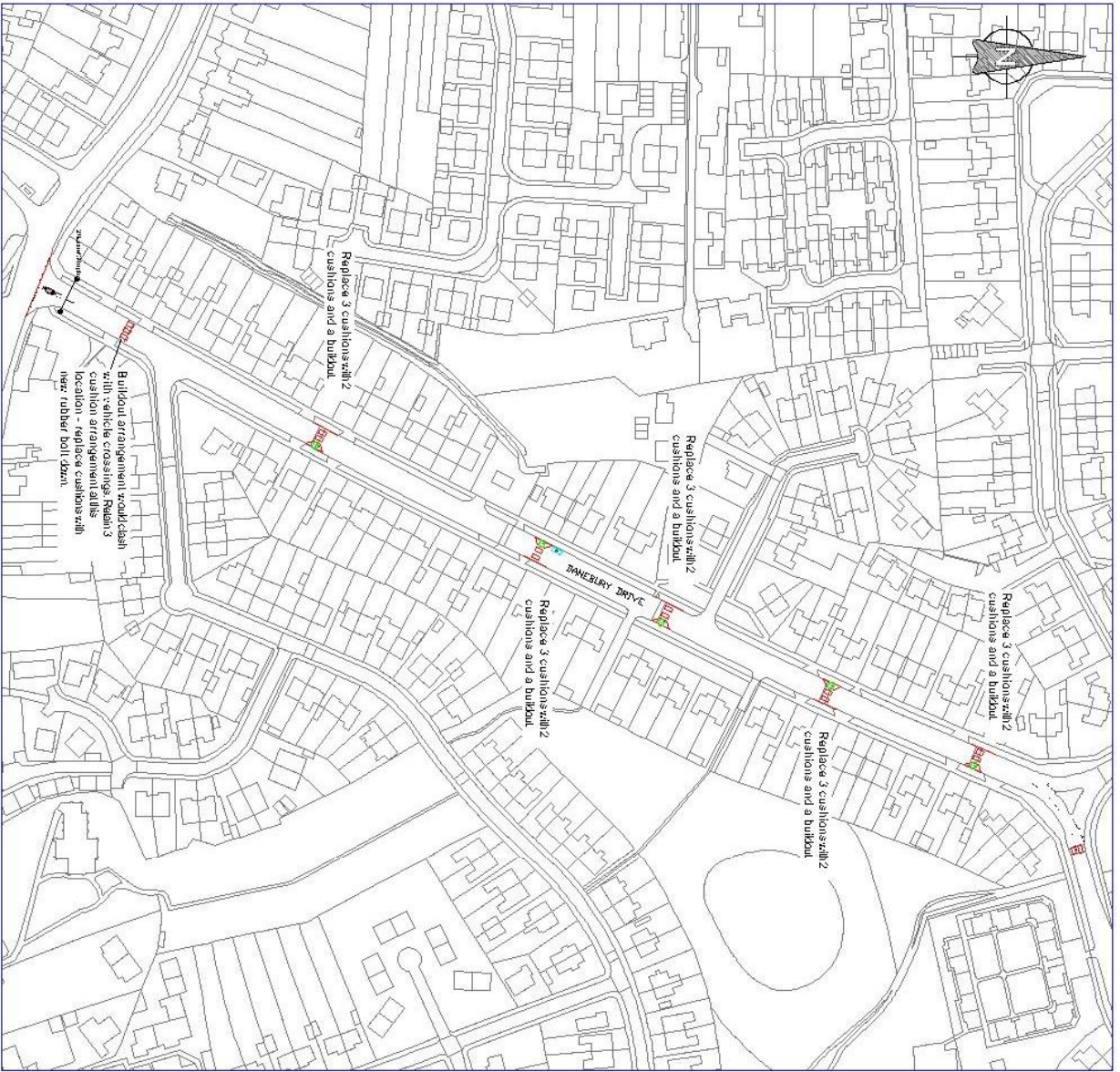
*CYC Flood Risk and Asset Manager* - Can we put highway drainage in the build-outs and have a good SuDs solution?

*Cllr Barnes* - will adjacent residents be consulted?

*North Yorkshire Police* - No comment.

**Analysis / Response:** The inclusion of trees on the proposed build-outs has been investigated and appears to be achievable. This will be explored further during the next stage of consultation.

Local consultation will be undertaken in due course.



Proposed cushion and bulbout arrangement

NOTES

**OUTLINE DESIGN**

NO.	REVISION	DATE



**CITY OF YORK COUNCIL**  
 Strategic Transport Services Investment Projects  
 1500220/00/01

**PROJECT:** SPEED MANAGEMENT SCHEME  
**201 ZONE - SOUTH**

**PROPOSAL:** TRAFFIC CALMING ALTERNATIONS  
**OUTLINE DESIGN**

**ISSUED BY:** B. POTTER  
**DATE:** 05/08/10

**CHECKED BY:** CHECK  
**DATE:** 08/03/10

**APPROVED BY:** ALTH  
**DATE:** 08/03/10

**DRAWING NO.:** TP/1500220/00/01  
**REVISION:** A

**ISSUED BY:** HTS  
**DATE:** 11/08/10

**SCALE:** 1:1

**Site:** Main St, Wheldrake

**ANNEX B**

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

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

**Proposals:** Improve the gateway signing and relocate the speed limit further away from the access to the industrial area to highlight the start of 30mph speed limit.

**Consultation Comments:**

*CYC Traffic Network Manager* - Can we include Elvington (Greengales Lane) approach in proposals for Wheldrake? Move limit to make signs more visible.

*Wheldrake PC* - Please can the village entry on Greengales Lane be altered to reduce speeds?

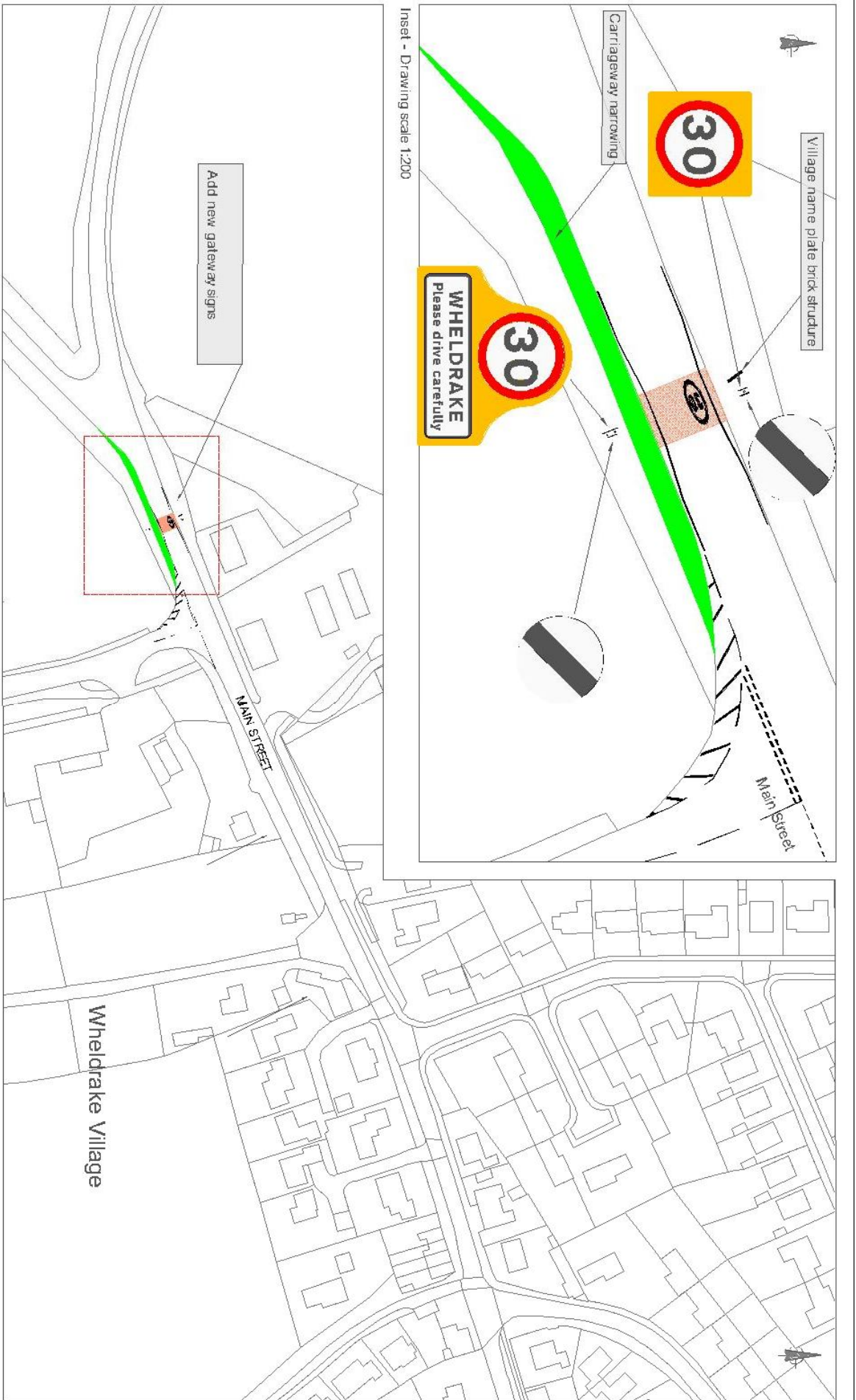
*North Yorkshire Police* - There has been no consultation with regards to repositioning the 30mph speed limit signs and I have reservations that this will be effective. The environment for the speed limit has not been altered and it is doubtful that this will encourage or achieve higher rates of driver compliance.

**Analysis / Response:** The speed management process deals with specific location based complaints through data lead investigations. Greengales Lane has been investigated previously with speeds last recorded in 2011 at mean speed 30mph, 85% 35mph. No action is suggested at this location.

Official consultation for any amendments to the Speed Limit Order will be conducted once the scheme is approved and initial consultation with local residents has been carried out.

Improved signing and a visual narrowing of the carriageway through the use of road markings should help to reduce entry speeds into the village. Outbound speeds will likely remain higher than desirable due to the rural nature of the roads beyond the village. To address this the road could be narrowed over this section through the removal of the slip road into Wheldrake Lane, this has been added to the scheme for further consultation.





Inset - Drawing scale 1:200

 <p><b>CITY OF YORK COUNCIL</b>          Planning - Transport Projects and Delivery Team          Do not use text, draw, title etc without permission</p>		DRAWN BY CHECKED BY SCALE 1:5000 DATE 08 / 2015	INITIAL REV AMENDMENT DATE	Speed Management programme 2015/16 Wheldrake Village	TP /150020/W/ 02
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**Site:** Chaloners Rd, Dringhouses, North of the 20mph Zone      **ANNEX C**

**Speed Limit:** 30mph    **Max Mean Speed:** 28mph    **Max 85%ile:** 35mph

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

**Proposals:** Introduce on road cycle lanes on the northern section of the road and remove the centreline to provide cycle facilities and visually narrow the carriageway.

**Consultation Comments:**

*CYC Transport Planner* – queried potential issues with parked vehicles.

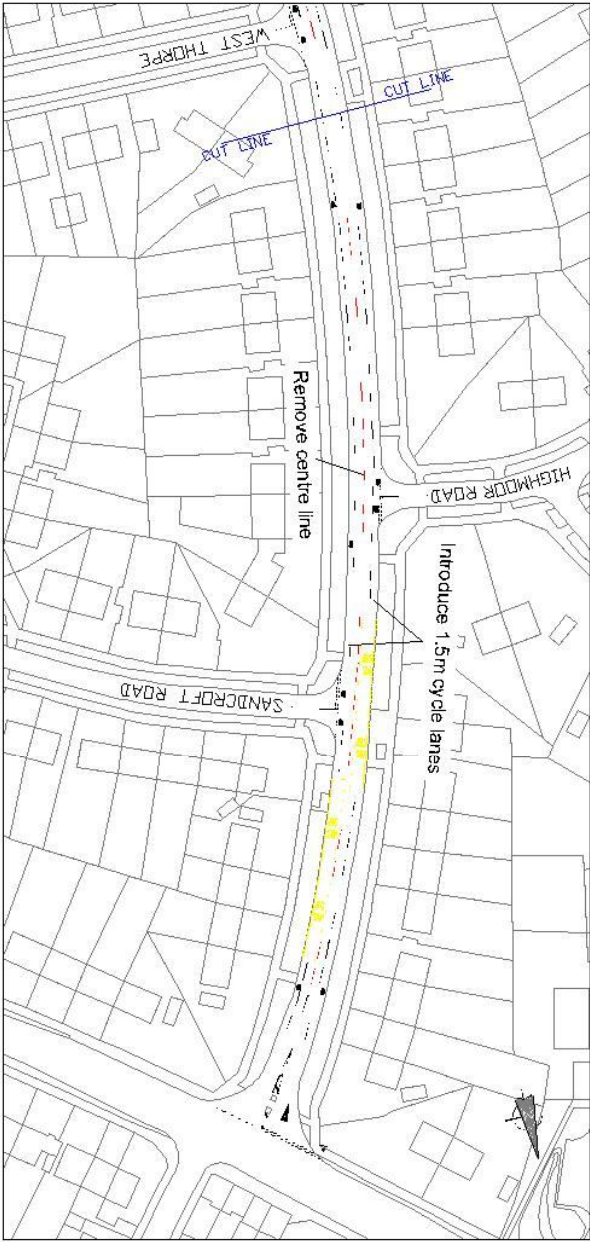
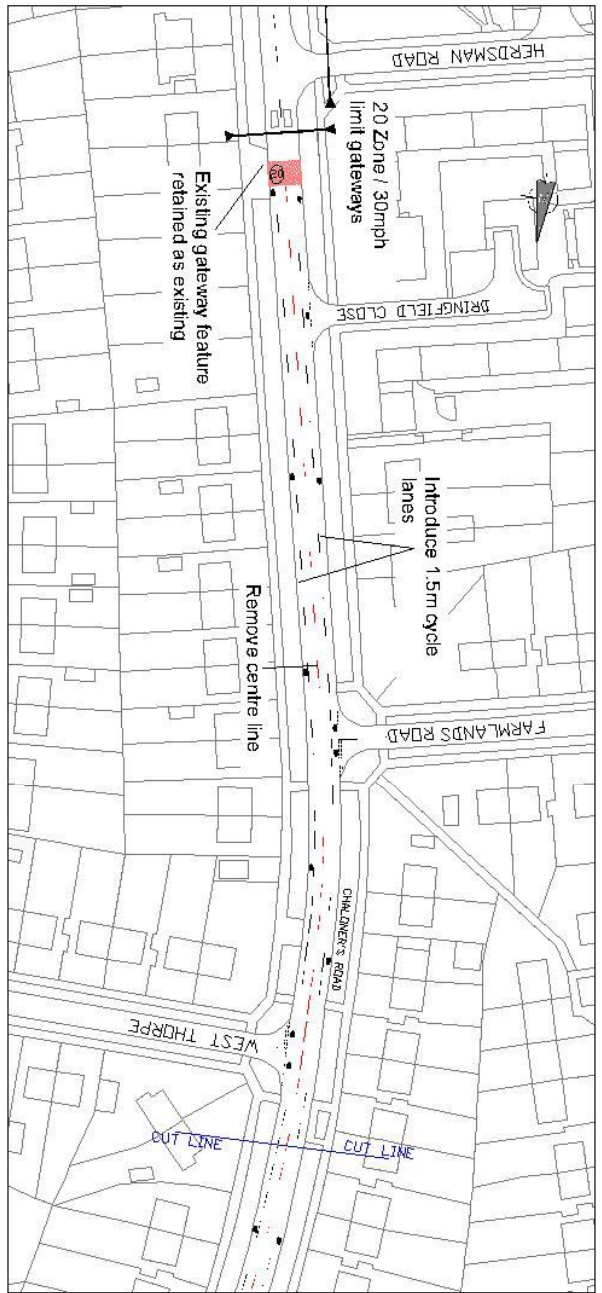
*Cllr. D'Agorne* - supports 1.5m cycle lanes

*Cllr. Fenton* - no objection to a consultation with residents. Will First be consulted as it is on the no. 4 bus route?

*North Yorkshire Police* - No comment

**Analysis / Response:** This length of Chaloners Rd is covered by “No waiting at any time” double yellow lines so the area will be free of parked vehicles.

Local consultation will be undertaken along with consultation with any bus companies using the route.



80123

**City of York**  
 44 The Gateway  
 100 Market Street  
 York YO1 1PE  
 Tel: 01904 537000  
 Fax: 01904 537001  
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**OUTLINE DESIGN**

Item No.	Description	Quantity	Unit

**City of York**  
 44 The Gateway  
 100 Market Street  
 York YO1 1PE  
 Tel: 01904 537000  
 Fax: 01904 537001  
 Email: [enquiries@cityofyork.gov.uk](mailto:enquiries@cityofyork.gov.uk)

**Project:**  
 SPEED MANAGEMENT SCHEME  
 CHALDERS ROAD  
 CYCLE LANES

**Drawn:**  
 OUTLINE DESIGN

**Drawn by:** S. BOTTNER  
**Checked by:** A. N. DITHER  
**Authorised by:** A. N. DITHER  
**Drawing No.:** TP/150/020/CR/01  
**Revision:** A

**Drawn Scale:** 1:1000  
**City of York Reference:** PAV 2014/126  
**Sheet:** A1

**Site:** Eason View, Dringhouses

**ANNEX D**

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

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

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

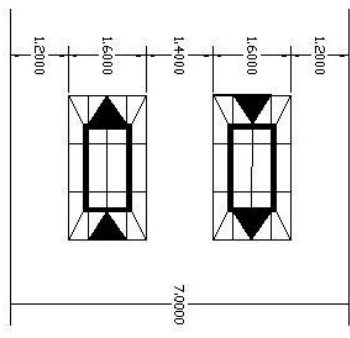
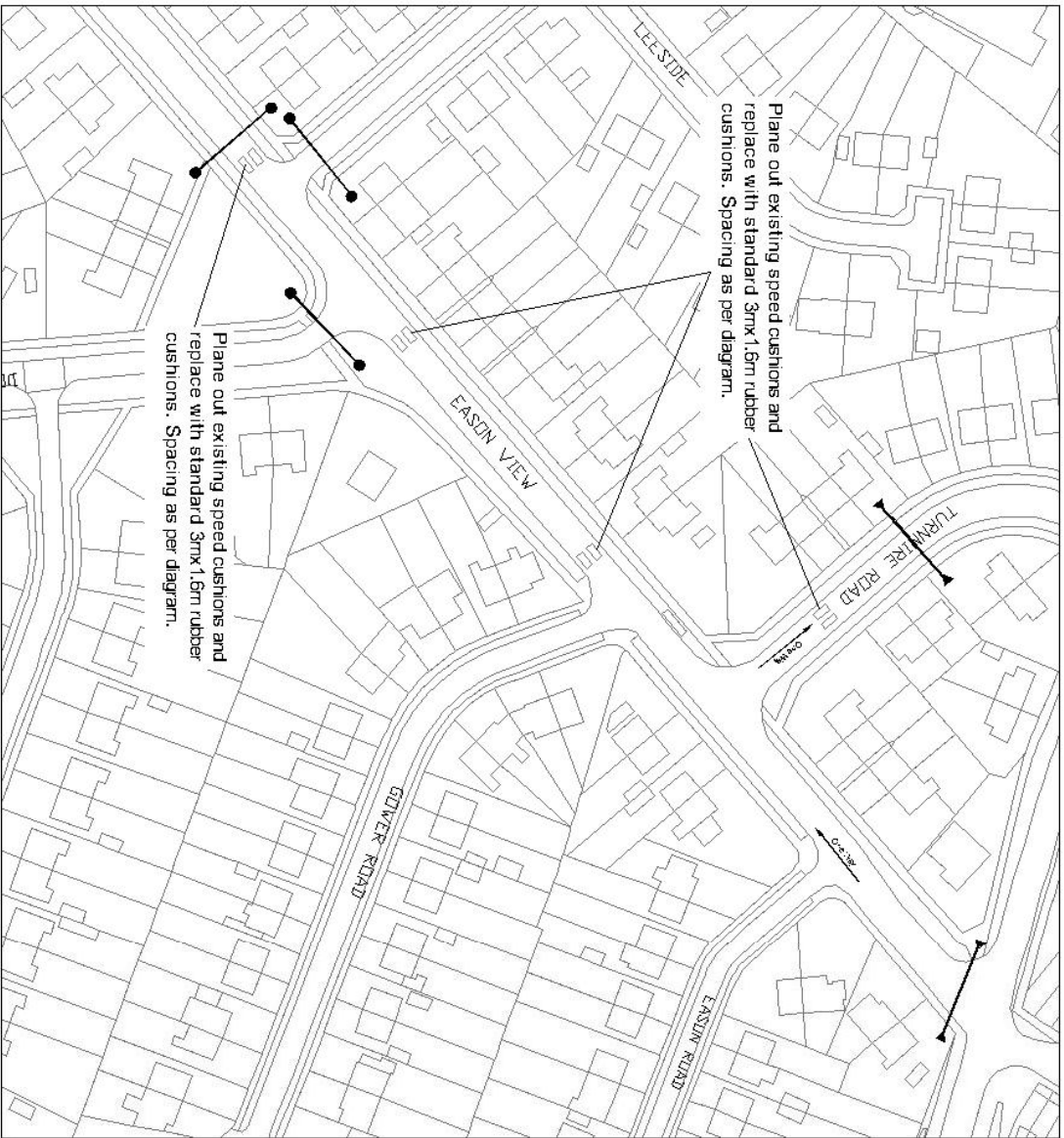
**Consultation Comments:** *Cllr. Fenton* - no objection to a consultation with residents. Will First be consulted as its on the no. 4 bus route.

*North Yorkshire Police* - No comment

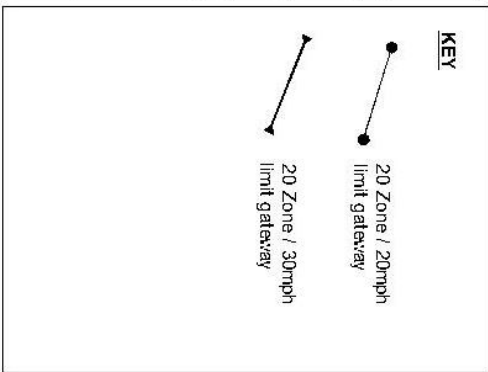
**Analysis / Response:** Local consultation will be undertaken along with consultation with any bus companies using the route.



NOTES:



Proposed speed cushion spacing



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OUTLINE

Station	By	Checked/Approved	Date	Description



Highways - Transport Signals and Delivery Team  
 15th Floor, 15th Floor, 15th Floor, 15th Floor  
 www.york.gov.uk

Project: SPEED MANAGEMENT SCHEMES  
 EASON VIEW  
 20 MPH ZONE

Drawing: OUTLINE DESIGN

Drawn by: B POTTER	Date: 03-08-15
Checked by: A N OTHER	Date: XXXXXX
Authorised by: A N OTHER	Date: XXXXXX
Drawing No: TP/150020/EV/01	Revision: A

Drawing Scale: 1:10000 A3  
 CAD Filename: Plot Scale: 100



**Site:** Bishopthorpe Rd, (Crematorium to Palace)

**ANNEX E**

**Speed Limit:** 30mph **Max Mean Speed:** 35mph **Max 85%ile:** 42mph

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

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

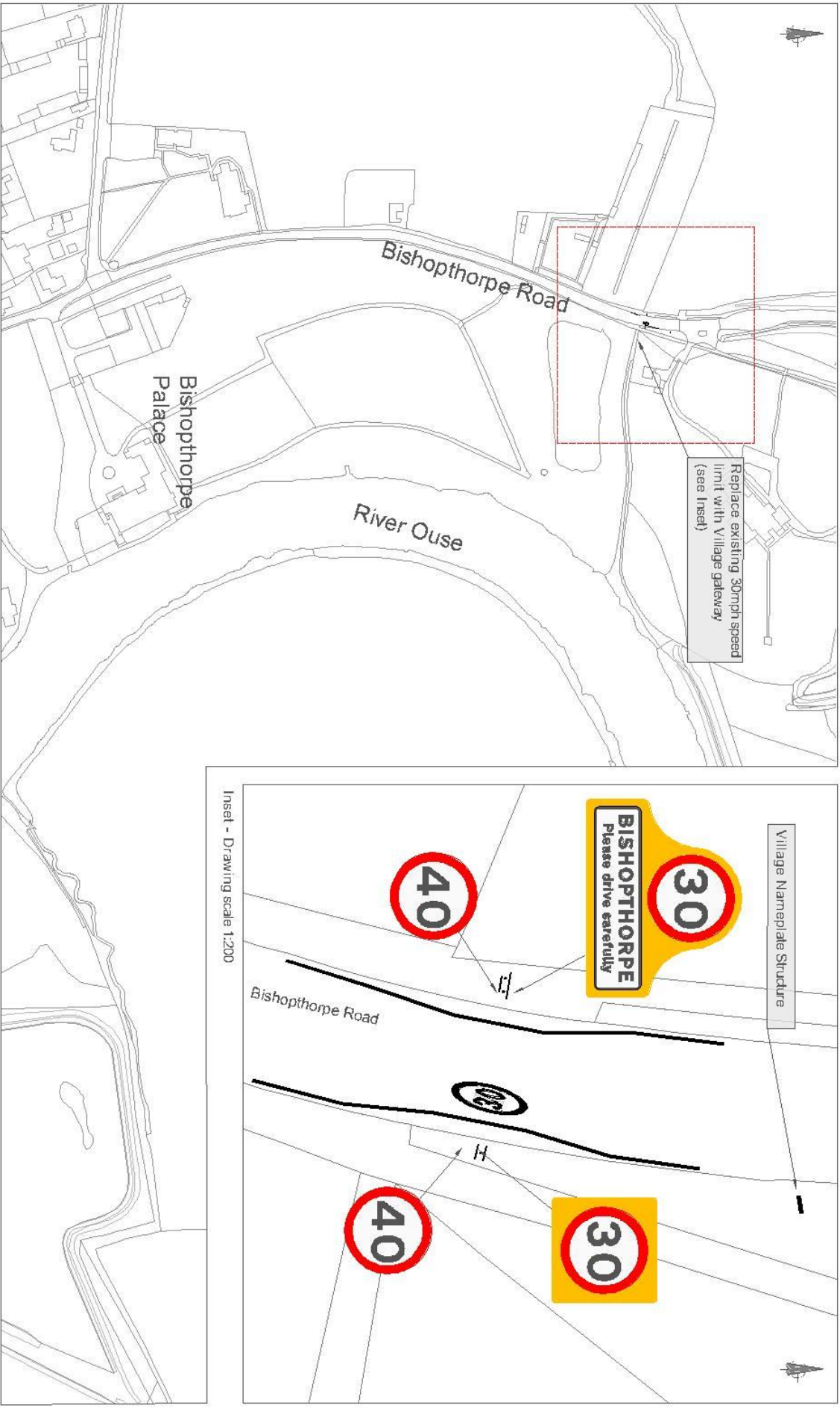
**Consultation Comments:** *Cllr Galvin* -not enthusiastic about the large yellow signs but happy to support if that is what is required to bring speeds down.

*Bishopthorpe PC* - Requested that the planters and village signs are retained.

*North Yorkshire Police* - It is disappointing that exploring the re-siting of the 30mph terminal has not been considered. It is doubtful that the environment is correct at this location for the start of the 30mph speed limit or that the proposed measure will be effective as the environment is incorrect for a 30mph speed limit at this location.

**Analysis / Response:** The village planters and existing vilage name plates will be retained and the new signs located to ensure all the entry features work together.

Relocation of the speed limit further into the village was considered, however a location with suitable forward visibility to the signs could not be achieved. The potential locations would also create other problems due to the narrow footways along this stretch of highway and the potential for vegetation overgrowing the signs creating an ongoing maintenance issue.



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Speed Management programme 2015/16  
Bishopthorpe Road



INITIAL	REV	AMENDMENT	DATE

DRAWN BY	CHECKED BY	SCALE	DATE
		1:2500	08 / 2015

TP/150020/Bish Rd/01

**Site:** Usher Lane, Haxby

**ANNEX F**

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

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

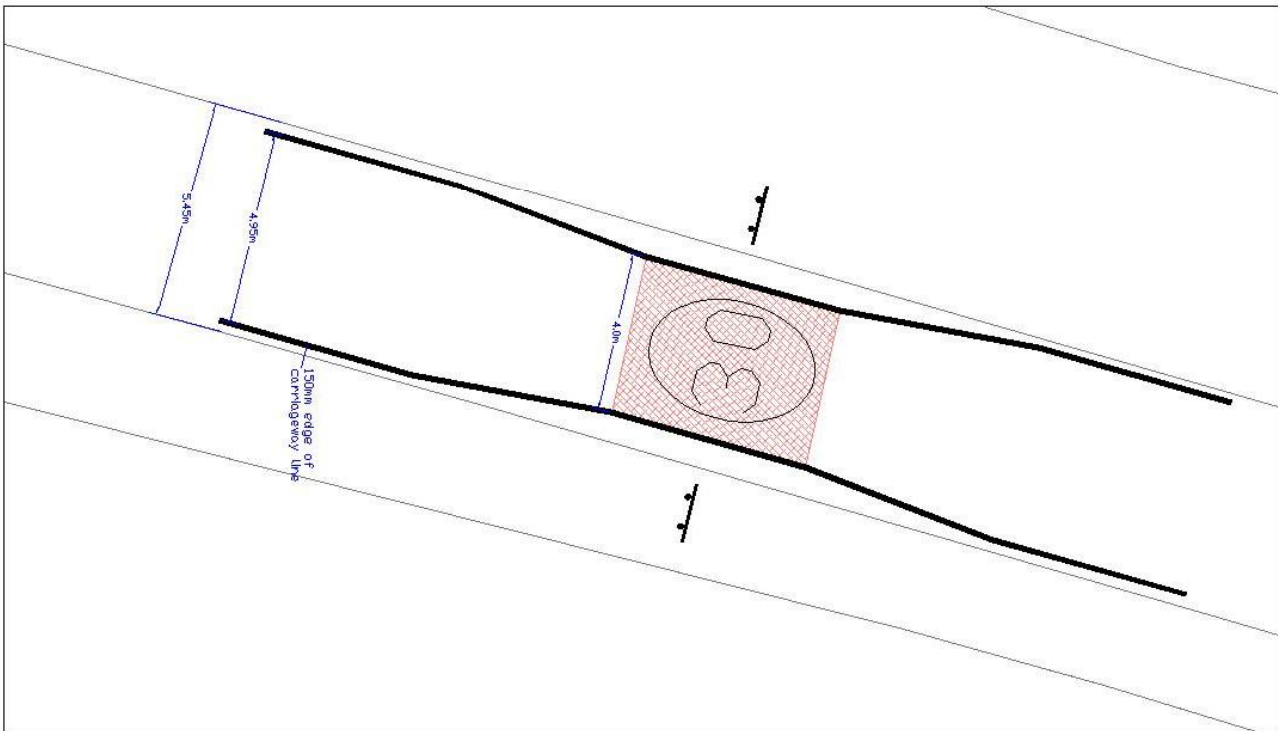
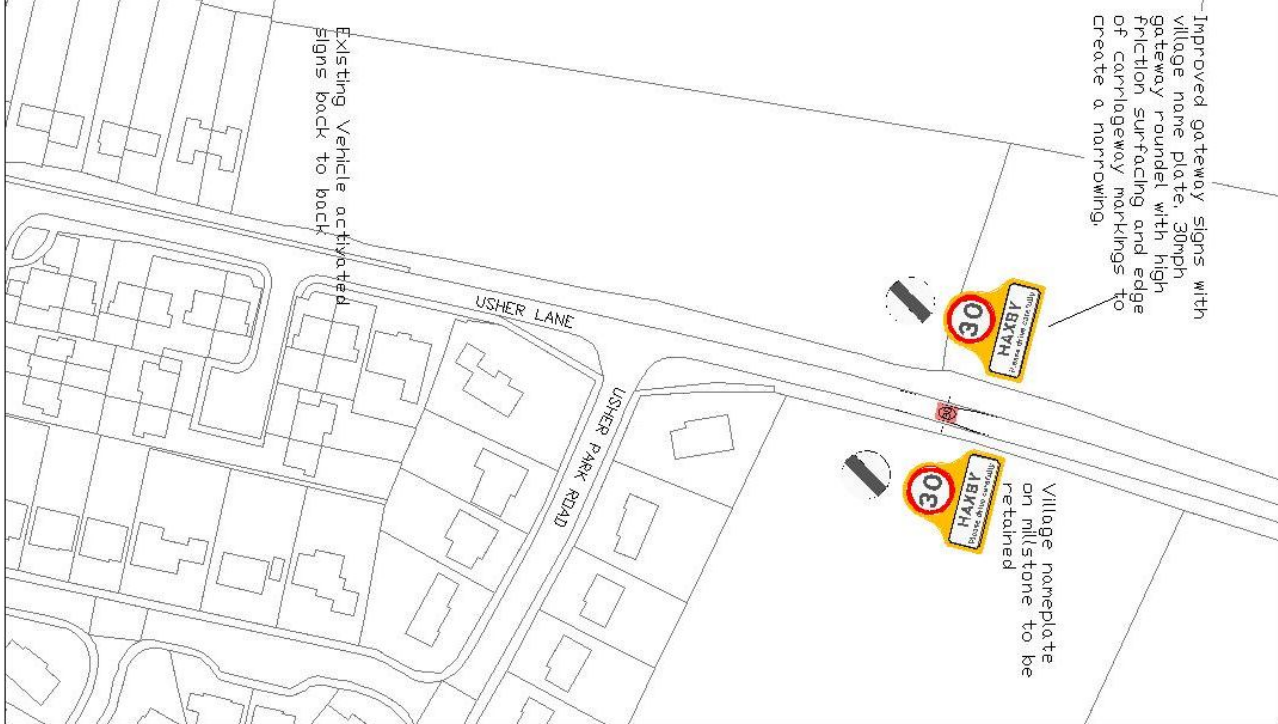
**Proposals:** Improve the village gateway signing and add edge of carriageway lines to highlight the start of the 30mph speed limit and visually narrow the carriageway encouraging lower speeds.

**Consultation Comments:** *Haxby Town Council* - Happy to support the proposed changes.

*North Yorkshire Police* - It is doubtful that these proposed measures will be effective in reducing the speed of traffic in either direction.

**Analysis / Response:** The proposals aim to reduce vehicle speeds by creating a more significant gateway feature that visually narrows the carriageway. The measures are low cost and will be monitored post implementation to check the effectiveness.

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



NOTES:

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**OUTLINE DESIGN**

Revision	By	Created/Approved	Date	Description



Project  
**SPEED MANAGEMENT SCHEMES**  
 USHER LANE, HAXBY  
 VILLAGE GATEWAY  
 Drawing  
**OUTLINE DESIGN**

Drawn by:	B. POTTER	Date:	04-08-15
Checked by:	A. N. OTHER	Date:	XXXXXX
Authorised by:	A. N. OTHER	Date:	XXXXXX
Drawing No:	TP/150020/UL/01	Revision:	A
Drawing Scale:	1:10000	Sheet:	A.3
CAD Filename:		Plot Scale:	1:100



**Site:** York Road, Strensall

**ANNEX G**

**Speed Limit:** 30mph   **Max Mean Speed:** 32mph   **Max 85%ile:** 38mph

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

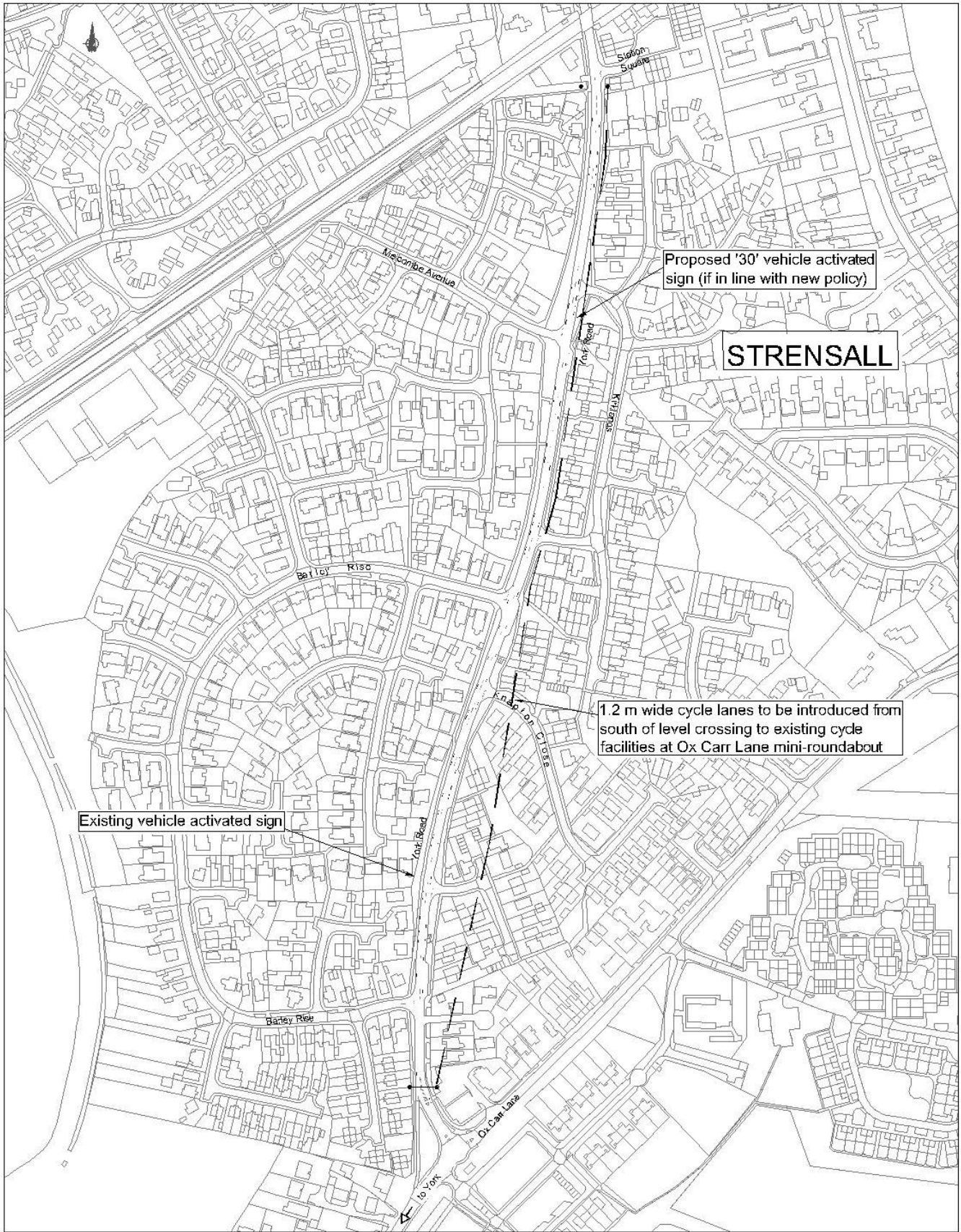
**Proposals:** Introduce on road 1.2m wide cycle lanes on both sides of York Road to provide cycle facilities and visually narrow the carriageway (Existing carriageway width is 7 to 7.3m). An additional vehicle activated sign (VAS) is proposed if this is in line with the new policy (being considered concurrent to this report).

**Consultation Comments:** *Strensall PC* - Not convinced that cycle lanes will have any impact on speeds.

*Cllr. Doughty* – supports the views of the Parish Council.

*North Yorkshire Police* - No comment.

**Analysis / Response:** Visual narrowing of the carriageway can help to alter a driver's perception of the available road width thereby reducing vehicle speeds.



 <p>Highways – Transport Projects and Delivery Team          6th Floor, Hazel Court, James Street, York, YO1 3BS          www.york.gov.uk</p>	<h3>Speed Management Programme 1516</h3> <h3>York Rd, Strensall - cycle lanes</h3>			TP/150020/YkRdS/01	SCALE	NTS	A3
	REV	AMENDMENTS	DATE	Drawn BP	Checked --	DATE	25/08/15

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

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

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

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

**Consultation Comments:**

*North Yorkshire Police* - Stockton on Forest is a linear development which has historically had a speed issue. Significant engineering is required along its full length to achieve acceptable driver compliance. No consultation has been entered into with regards to the introduction of a 40mph speed limit on Sandy Lane, which is not likely to effectively encourage higher driver compliance with the 30mph limit, which it is presumed is the reason for the 40mph limit.

**Analysis / Response:** Recent speed readings taken in the 30mph speed limit to the west of the village do not indicate a particular problem with excess speeds. Outside the Primary School there is a traffic calmed 20mph zone, so the main concern is the east of the village which the proposals seek to address. It is recognised that a 30 mph speed limit encompassing all the development is not particularly realistic (supported by vehicle speed readings of mean 31mph and 85<sup>th</sup> percentile 38mph). A short length of 40mph is therefore proposed to cover the single sided development with the 30mph speed limit starting where development is present on both sides. It is hoped that drivers are more likely to recognise the relevance of each speed limit and adjust their speed accordingly.

Official consultation for any amendments to the Speed Limit Order will be conducted once the scheme is approved in principle and initial consultation with local residents has been carried out.







**Site:** Naburn Lane, Fulford, rear of Designer Outlet

**ANNEX I**

**Speed Limit:** 30mph **Max Mean Speed:** 37mph **Max 85%ile:** 44mph

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

**Proposals:** Improve the speed limit gateway feature to highlight the start of the 30mph speed limit. The centre line has not been replaced following surface dressing to reduce the 'urban' look of the road.

**Consultation Comments:** *Cllr Aspden* - supports scheme. If Fulford is successful in securing a new Fulford sign could we coordinate these proposals with it.

*Fulford PC* - Generally happy with the scheme. Queried the text for the sign being all caps. Asked if CYC would support new planters if they gain funding for Fulford in Bloom campaign.

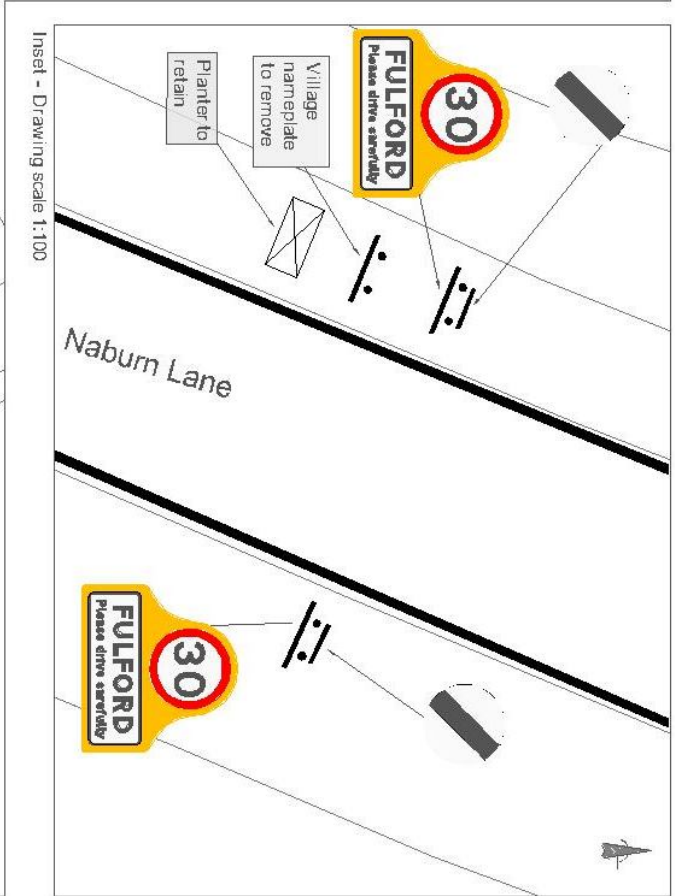
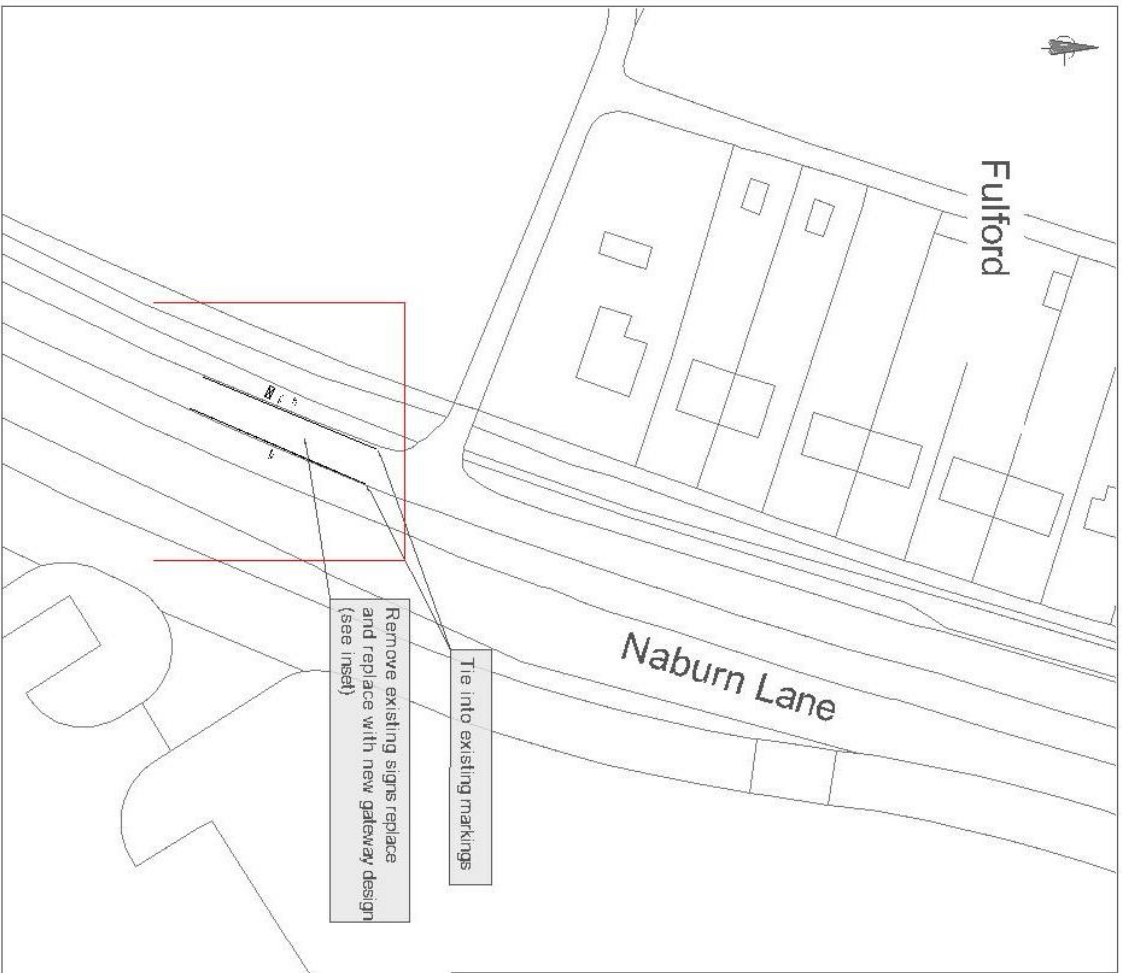
*Naburn PC* - Happy with the proposals but asked if anything could be done to warn drivers coming over the bridge Naburn bound.

*North Yorkshire Police* - This road should be a 40mph speed limit. It does not fit any national guidelines for a 30mph speed limit. This is an historic speed complaint site. The 30mph speed limit was only introduced here due to the Naburn Mental Hospital, Fulford Maternity Hospital, Nurses Home, other NHS staff residences and staff and to protect patients and staff walking along the B1222 Naburn Lane 24/7. All this has now literally disappeared, with all the building spoken of being demolished. The justification for the 30mph speed limit has also disappeared along with the buildings. The proposed measures will be unlikely to be effective in achieving acceptable driver compliance with the posted limit.

**Analysis / Response:** The text for the sign cannot be varied under TSRGD 2002. CYC are happy to support the new planters for Fulford in bloom and all speed management work will compliment any proposals.

A 30 roundel road marking could be installed on the downward side of the bridge but will require special dispensation from DfT, this will be requested.

The removal of a 30mph limit between this gateway and the junction with the A19 is unlikely to be supported by local residents and ward councillors, even if the environment is more fitting for a 40mph limit. Therefore officers suggest that the low cost measures proposed should be taken forward to try and reduce speeds at this location and monitored post implementation before suggesting the removal of the 30mph limit.



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Speed Management programme 2015/16  
Naburn Lane - Fulford

**CITY OF YORK COUNCIL**  
Highways - Transport Projects and Delivery Team  
15a Park Lane, York, YO1 3DE  
01904 323000

INITIAL	REV	AMENDMENT	DATE
DRAMA BY			
CHECKED BY			
SCALE	1:7000		
DATE	08 / 2015		

TP / 90910620 / 01

**Site 12:** Common Rd, Dunnington -o/s Sports Club

**ANNEX J**

**Speed Limit:** 30mph **Max Mean Speed:** 36mph **Max 85%ile:** 44mph

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

**Proposals:** Relocate the speed limit gateway to the village nameplate location, and improve the signing to highlight the start of the 30mph limit and aid driver recognition of reason for speed limit. The vehicle activated sign will be relocated if considered in line with the new policy (currently being drafted).

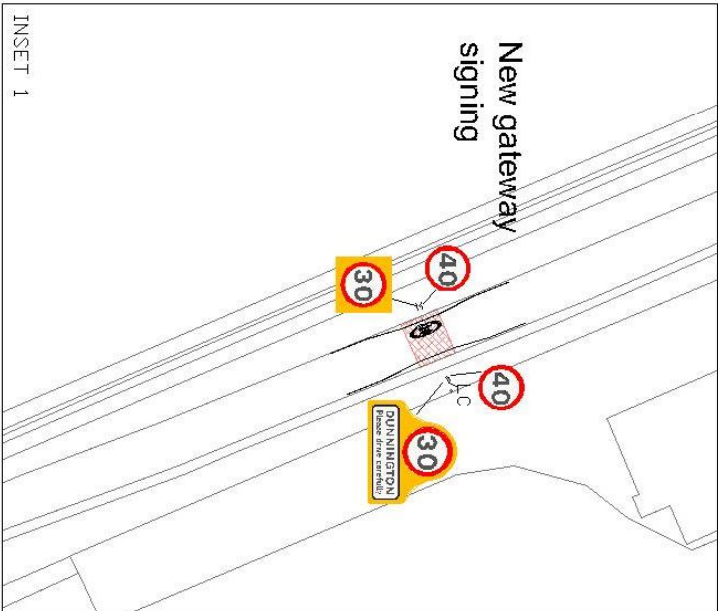
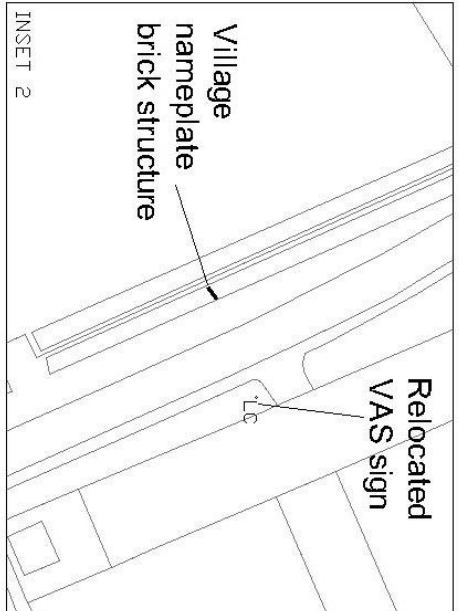
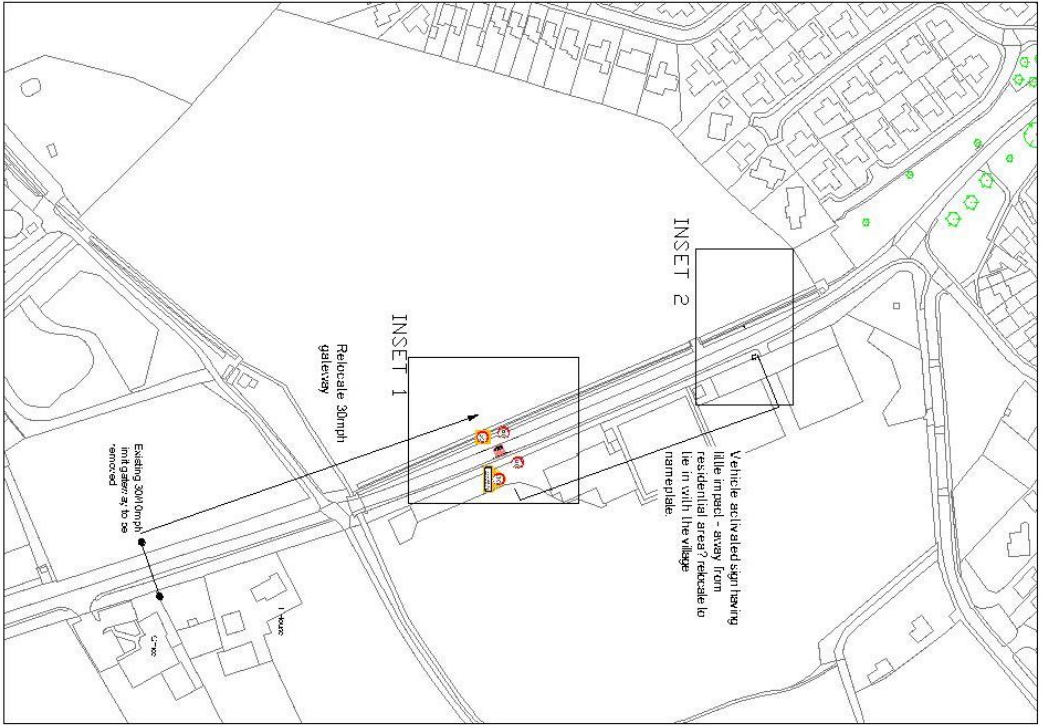
**Consultation Comments:** *Cllr Brooks* - Does not support increasing speed limit past the sports club as accessed by children & young people. Would like to see VAS repaired or replaced with a larger sign & discreet rumble strips or setts if possible.

*Dunnington PC* - Would prefer it to remain as 30 past the sports club because of children walking from the village.

*North Yorkshire Police* - No consultation has been entered into with regards to this. This road is clearly a road which is suitable for a 40mph. The environment for a successful 30mph speed limit on Common Road is not present.

**Analysis / Response:** Officers agree with the comments raised by North Yorkshire Police and note that the scheme proposals seek to relocate the start of the 30mph much closer to the start of the village. However, following comments from the Ward Councillor and Parish Council officers agree that the extents of the 30mph should be relocated to just beyond the sports club and the VAS relocated to tie into the current village boundary stone location. This seems to be a suitable compromise and speeds will be monitored post implementation to monitor the effectiveness of the measures.

Official consultation for any amendments to the Speed Limit Order will be conducted once the scheme is approved in principle and initial consultation with local residents has been carried out.



NOTES:

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OUTLINE DESIGN

Revision	By	Checked	Approved	Date	Description



Highways – Transport Projects and Delivery Team  
 www.york.gov.uk

Project: SPEED MANAGEMENT SCHEME 15/16  
 COMMON ROAD  
 DUNNINGTON

Drawing: SPEED LIMIT  
 GATEWAY RELOCATION  
 OUTLINE DESIGN

Drawn by:	A N OTHER	Date:	XXXXXX
Checked by:	A N OTHER	Date:	XXXXXX
Authorised by:	A N OTHER	Date:	XXXXXX
Drawing No.:	TP/150020/CR/01	Revision:	A
Drawing Scale:	1:10000	Plot Scale:	A3
QAD Reference:			



**Site:** Sim Balk Lane, Bishopthorpe

**ANNEX K**

**Speed Limit:** 30mph **Max Mean Speed:** 35mph **Max 85%ile:** 41mph

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

**Proposals:** Improve the village gateway signing and add edge of carriageway lines to highlight the start of the 30mph speed limit and visually narrow the carriageway encouraging lower speeds. The brick planter can remain if the Parish Council wishes.

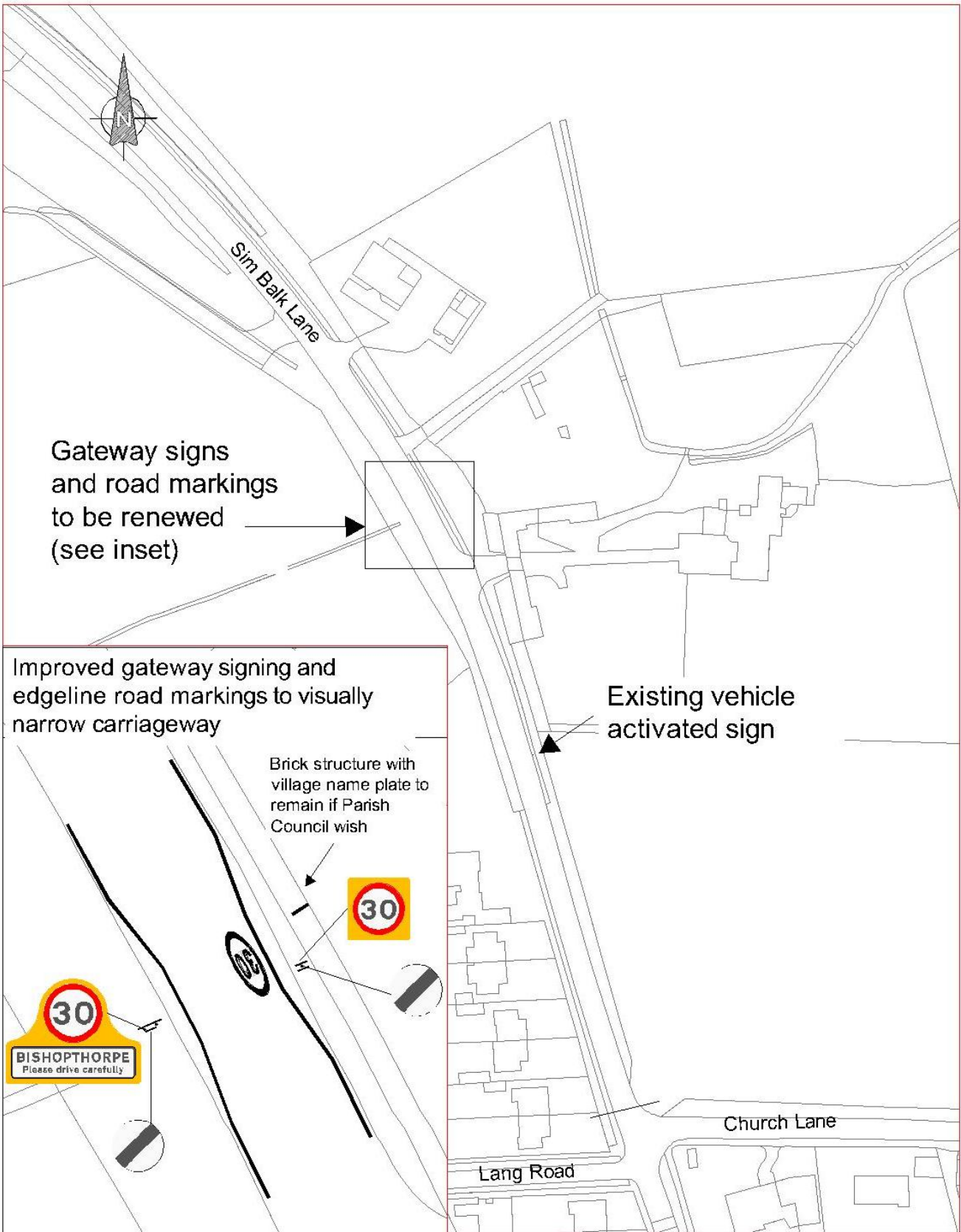
**Consultation Comments:** *Cllr Galvin* -not enthusiastic about the large yellow signs but happy to support if that is what is required to bring speeds *down*.

*Bishopthorpe PC* - Requested that the planters and village signs are retained.

*North Yorkshire Police* - The 30mph speed limit on Sim Balk Lane has historically been problematic and probably terminates at the incorrect point. Without adjustment of the termination of the limit the measures proposed are likely to have limited impact.

**Analysis / Response:** Officers agree that the location of the 30mph limit gateway is not optimal. However, the 20mph School Safety Zone boundary starts just 200m further along Sim Balk Lane, creating a 30mph limit below the recommended minimum length of 600m so making this shorter is not advised. It is also important to try and slow vehicles before they enter the school zone so the 30mph limit acts as a buffer to encourage lower speeds on approach. The existing 30mph signs however are not particularly visible on the approach to the village so improving them should hopefully improve compliance.

The village planters and existing village name plates will be retained and the new signs located to ensure all the entry features work together.



 <p>Highways – Transport Projects and Delivery Team Eoi Dept, Havel Dock, Knaves Street, York, YO10 3DE www.york.gov.uk</p>	<p>Speed Management programme 2015/16 Sim Balk Lane, Bishopthorpe</p>			TP/10910070/01	SCALE	1:1000	A3
	REV	AMENDMENTS	DATE	Drawn	Checked	CHECKED BY	DATE
				LR			04/08/2015

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**Site:** Moorlands Road, Skelton, Village Entry

**ANNEX L**

**Speed Limit:** 30mph **Max Mean Speed:** 35mph **Max 85%ile:** 43mph

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

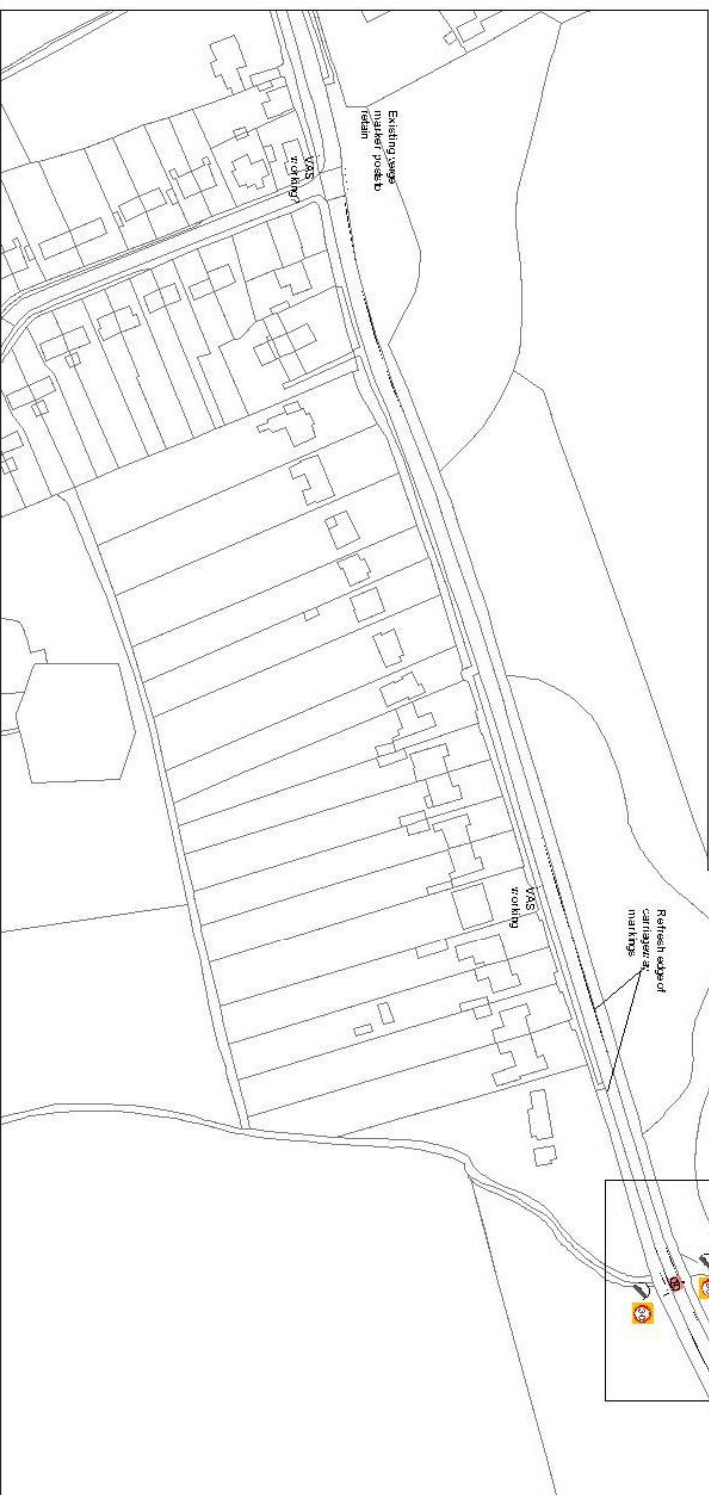
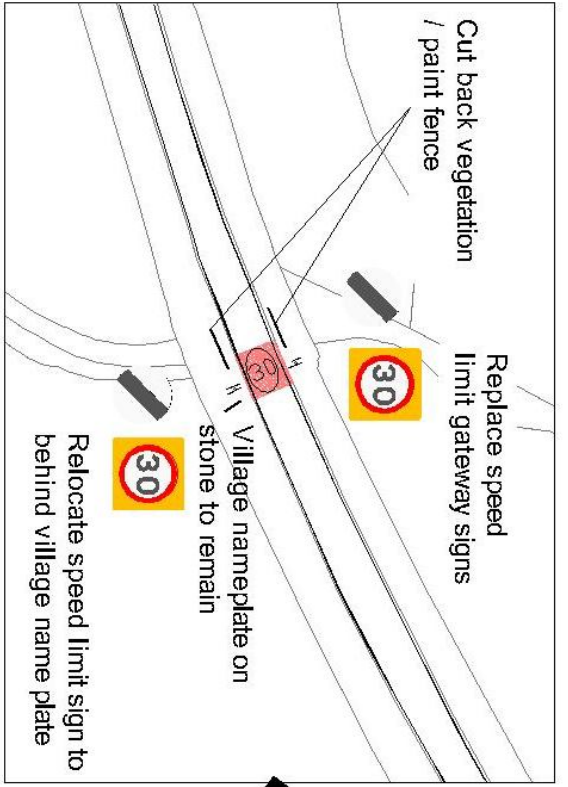
**Proposals:** Improve the village gateway treatment to highlight the start of the 30mph speed limit and remark the edge of the carriageway lines to the junction with Brecksfield to visually narrow carriageway.

**Consultation Comments:** *Cllr Gillies* - no problems with proposals.

*North Yorkshire Police* - It is disappointing that it has not been suggested that Moorlands Road should be resigned as a 40mph speed limit, which it originally was. Moorlands Road does not and never has, fit the criteria for a 30mph speed limit.

**Analysis / Response:** Moorlands Road on plan only has single sided development. However, it doesn't have an open aspect to the fields on the northern side. So whilst a 40mph limit may be correct with reference to the guidance, it didn't seem appropriate after a site visit was carried out. In fact the installation of a 40mph limit could increase speeds through this section and have a further negative impact on the residents who are already complaining about the speed of traffic. Therefore some low cost measures are proposed to try and reduce speeds, these will be monitored post implementation.

NOTES:



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OUTLINE DESIGN

Revision	By	Checked/Approved	Date	Description



Highways – Transport Policies and Delivery Team  
 15a, 15c, 15d, 15e, 15f, 15g, 15h, 15i, 15j, 15k, 15l, 15m, 15n, 15o, 15p, 15q, 15r, 15s, 15t, 15u, 15v, 15w, 15x, 15y, 15z, 16a, 16b, 16c, 16d, 16e, 16f, 16g, 16h, 16i, 16j, 16k, 16l, 16m, 16n, 16o, 16p, 16q, 16r, 16s, 16t, 16u, 16v, 16w, 16x, 16y, 16z, 17a, 17b, 17c, 17d, 17e, 17f, 17g, 17h, 17i, 17j, 17k, 17l, 17m, 17n, 17o, 17p, 17q, 17r, 17s, 17t, 17u, 17v, 17w, 17x, 17y, 17z, 18a, 18b, 18c, 18d, 18e, 18f, 18g, 18h, 18i, 18j, 18k, 18l, 18m, 18n, 18o, 18p, 18q, 18r, 18s, 18t, 18u, 18v, 18w, 18x, 18y, 18z, 19a, 19b, 19c, 19d, 19e, 19f, 19g, 19h, 19i, 19j, 19k, 19l, 19m, 19n, 19o, 19p, 19q, 19r, 19s, 19t, 19u, 19v, 19w, 19x, 19y, 19z, 20a, 20b, 20c, 20d, 20e, 20f, 20g, 20h, 20i, 20j, 20k, 20l, 20m, 20n, 20o, 20p, 20q, 20r, 20s, 20t, 20u, 20v, 20w, 20x, 20y, 20z, 21a, 21b, 21c, 21d, 21e, 21f, 21g, 21h, 21i, 21j, 21k, 21l, 21m, 21n, 21o, 21p, 21q, 21r, 21s, 21t, 21u, 21v, 21w, 21x, 21y, 21z, 22a, 22b, 22c, 22d, 22e, 22f, 22g, 22h, 22i, 22j, 22k, 22l, 22m, 22n, 22o, 22p, 22q, 22r, 22s, 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38d, 38e, 38f, 38g, 38h, 38i, 38j, 38k, 38l, 38m, 38n, 38o, 38p, 38q, 38r, 38s, 38t, 38u, 38v, 38w, 38x, 38y, 38z, 39a, 39b, 39c, 39d, 39e, 39f, 39g, 39h, 39i, 39j, 39k, 39l, 39m, 39n, 39o, 39p, 39q, 39r, 39s, 39t, 39u, 39v, 39w, 39x, 39y, 39z, 40a, 40b, 40c, 40d, 40e, 40f, 40g, 40h, 40i, 40j, 40k, 40l, 40m, 40n, 40o, 40p, 40q, 40r, 40s, 40t, 40u, 40v, 40w, 40x, 40y, 40z, 41a, 41b, 41c, 41d, 41e, 41f, 41g, 41h, 41i, 41j, 41k, 41l, 41m, 41n, 41o, 41p, 41q, 41r, 41s, 41t, 41u, 41v, 41w, 41x, 41y, 41z, 42a, 42b, 42c, 42d, 42e, 42f, 42g, 42h, 42i, 42j, 42k, 42l, 42m, 42n, 42o, 42p, 42q, 42r, 42s, 42t, 42u, 42v, 42w, 42x, 42y, 42z, 43a, 43b, 43c, 43d, 43e, 43f, 43g, 43h, 43i, 43j, 43k, 43l, 43m, 43n, 43o, 43p, 43q, 43r, 43s, 43t, 43u, 43v, 43w, 43x, 43y, 43z, 44a, 44b, 44c, 44d, 44e, 44f, 44g, 44h, 44i, 44j, 44k, 44l, 44m, 44n, 44o, 44p, 44q, 44r, 44s, 44t, 44u, 44v, 44w, 44x, 44y, 44z, 45a, 45b, 45c, 45d, 45e, 45f, 45g, 45h, 45i, 45j, 45k, 45l, 45m, 45n, 45o, 45p, 45q, 45r, 45s, 45t, 45u, 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99r, 99s, 99t, 99u, 99v, 99w, 99x, 99y, 99z, 100a, 100b, 100c, 100d, 100e, 100f, 100g, 100h, 100i, 100j, 100k, 100l, 100m, 100n, 100o, 100p, 100q, 100r, 100s, 100t, 100u, 100v, 100w, 100x, 100y, 100z

Project:  
**SPEED MANAGEMENT SCHEMES 15/16**  
 MODRLANDS ROAD  
 SKELTON

Drawing:  
**VILLAGE GATEWAY ALTERATIONS**  
 OUTLINE DESIGN

Drawn By: **B. POTTER** Date: 06/08/15  
 Checked by: **A. N. OTHER** Date: XXXXXX  
 Authorised by: **A. N. OTHER** Date: XXXXXX  
 Drawing No.: **TP/150020/MR/01** Revision: **A**  
 Drawing Scale: **NTS** Plot Scale: **1:100**  
 CAD Filename: **A3**



**Site:** Main Street, Askham Richard

**ANNEX M**

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

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

**Proposals:** Relocate the southern gateway and improve village entry signing to highlight the start of the 30mph speed limit and aid driver recognition of the reason for the speed limit where the development starts. Improved signing at the northern gateway to the village is also proposed. It is considered that timber bollards throughout the village would be beneficial to visually narrow the road, however, the verge is not adopted highway so the Parish Council will be approached on this element of the proposals.

**Consultation Comments:** *Janine Riley (CYC Conservation Architect)* - Bollards likely to be unpopular with residents. Consult with PC.

*Askham Richard PC* - Happy with larger signs. No to bollards. Want to discuss the benefit of moving the signs closer to the village at southern gateway. Can we consider gates as per Rufforth.

*North Yorkshire Police* - No consultation has been entered into with regards to the re-location of any speed limit terminal signs.

**Analysis / Response:** At the request of the PC the timber bollards have been removed from the scheme.

Speed limits associated with a change in road environment such as the start of a built up area are better respected by drivers. If gates similar to Rufforth are considered effective these could be installed at the site of the existing 30mph limit gateway at the southern access and the gateway relocated as previously suggested. Further consultation will be undertaken with the PC to agree the final scheme before consulting with residents.

Official consultation for any amendments to the Speed Limit Order will be conducted once the scheme is approved in principle and initial consultation with local residents has been carried out.



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

**ANNEX N**

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

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

**Proposals:** Introduce on road cycle lanes and remove the centreline to provide cycle facilities and visually narrow the carriageway.

**Consultation Comments:** *Cllr Waller* - Unsure that the proposals would reduce vehicle speed. Requested 40mph speed limit buffer and speed cameras.

*Cllr Hunter* - supports Cllr Wallers comments.

*Cllr Barnes* - will adjacent residents be consulted?

*Cllr D'Agorne* - supports 1.5m cycle lanes.

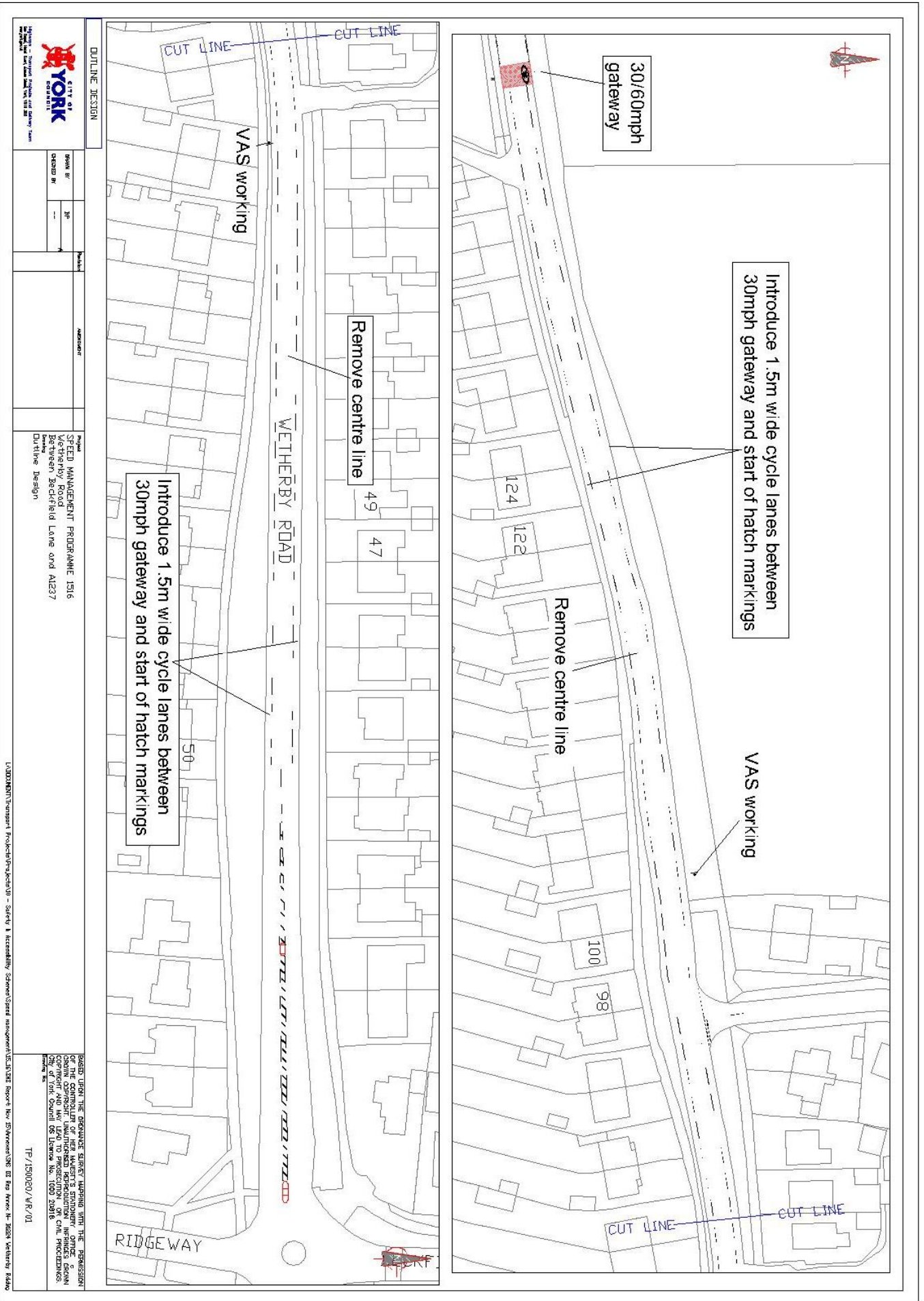
*North Yorkshire Police* - No comment.

**Analysis / Response:** Visual narrowing of the carriageway can help to alter a drivers perception of the available road width thereby reducing vehicle speeds. Additionally the width of Wetherby Road through this section allows removal of the centre line to create a narrow central running lane where drivers have to give way to one another and cyclists. Not allocating enough road space for car drivers to pass unchallenged will help to keep vehicle speeds lower.

The B1224 between the A1237 and the existing 30mph limit is unsuitable for a 40mph speed limit buffer and would likely create a further compliance issue. It is considered more important to try and address the existing speeding issue.

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

Local consultation will be undertaken.





**Site:** Green Lane, Clifton

**ANNEX O**

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

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

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

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

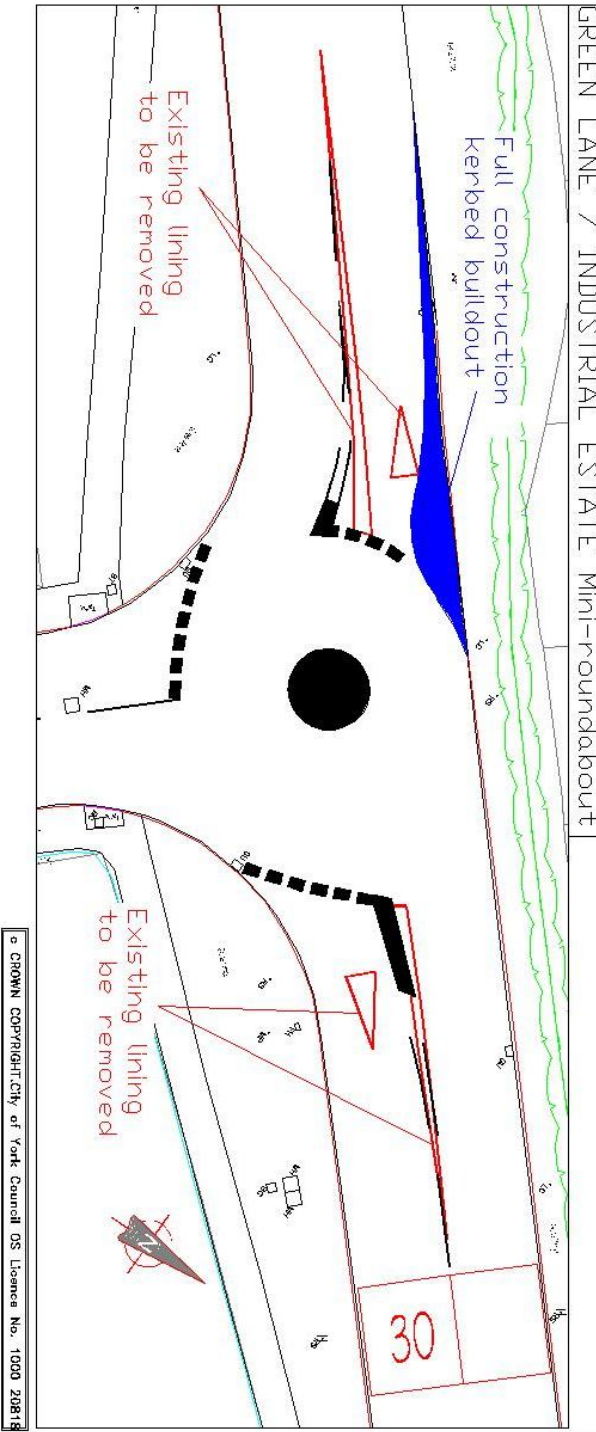
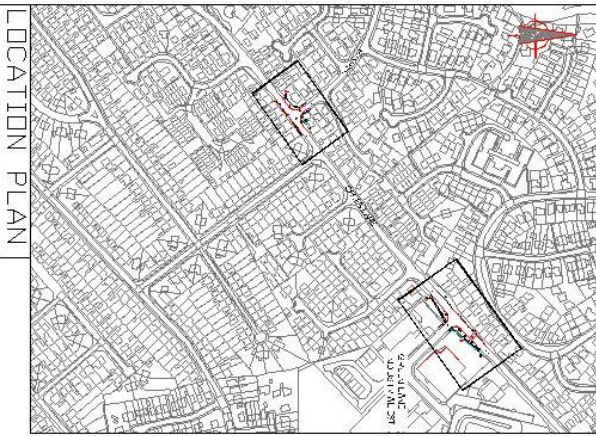
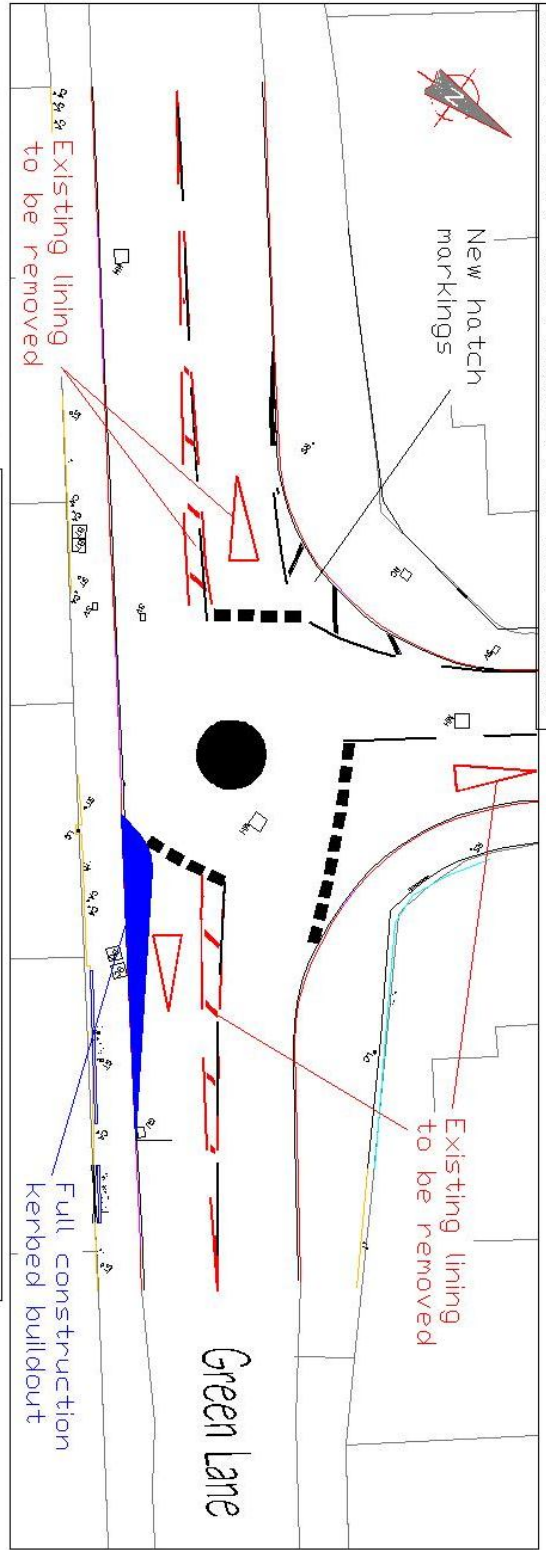
*Industrial estate access* - Provide a build-out on the northern kerbline. The road markings will be updated to correctly identify the junction as a mini-roundabout.

**Consultation Comments:** *Cllr Dew* - support as long as no move to use vertical calming.

*North Yorkshire Police* - Although the measures proposed should be effective to some extent in the immediate vicinity, the road environment remains an obvious 40mph speed limit, as per national guidelines. It is suggested that further significant engineering would have to be entered into achieved acceptable driver compliance throughout the length of the speed limit.

**Analysis / Response:** The surrounding road environment is changing due to the development of the grain store site and the introduction of traffic signals at the Water Lane junction. Along with these proposed changes to the mini-roundabouts it is hoped speeds are reduced over a wider area through the Water Lane / Green Lane signal scheme. Future monitoring of the area will be required following the completion of the scheme and development work.

GREEN LANE / BEAVERDYKE Mini-roundabout



 <p><b>CITY OF YORK</b> Highways - Transport Projects and Delivery Team www.york.gov.uk</p>		DRAWN BY BP	INITIAL BP	REV 	AMENDMENT 	DATE 	SPEED MANAGEMENT SCHEMES 15/16 GREEN LANE, CLIFTON Buildouts at mini-roundabouts	TP/150020/GL/01
CHECKED BY 		SCALE NTS	DATE 28/08/15	A3	DATE 	DATE 	L:\DOCUMENT\Transport Projects\Projects\10 - Safety & Accessibility Schemes\Speed management\15_16\SMS Report Nov 15\Annexes\SMS IS Rep Annex D- Green Lane, Clifton.dwg	TP/150020/GL/01

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**Site:** Church Lane, Wheldrake

**ANNEX P**

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

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

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

**Consultation Comments:** *Alistair Briggs (CYC Traffic Network Manager)* - Can we include Elvington approach in proposals for Wheldrake? Move limit to make signs more visible.

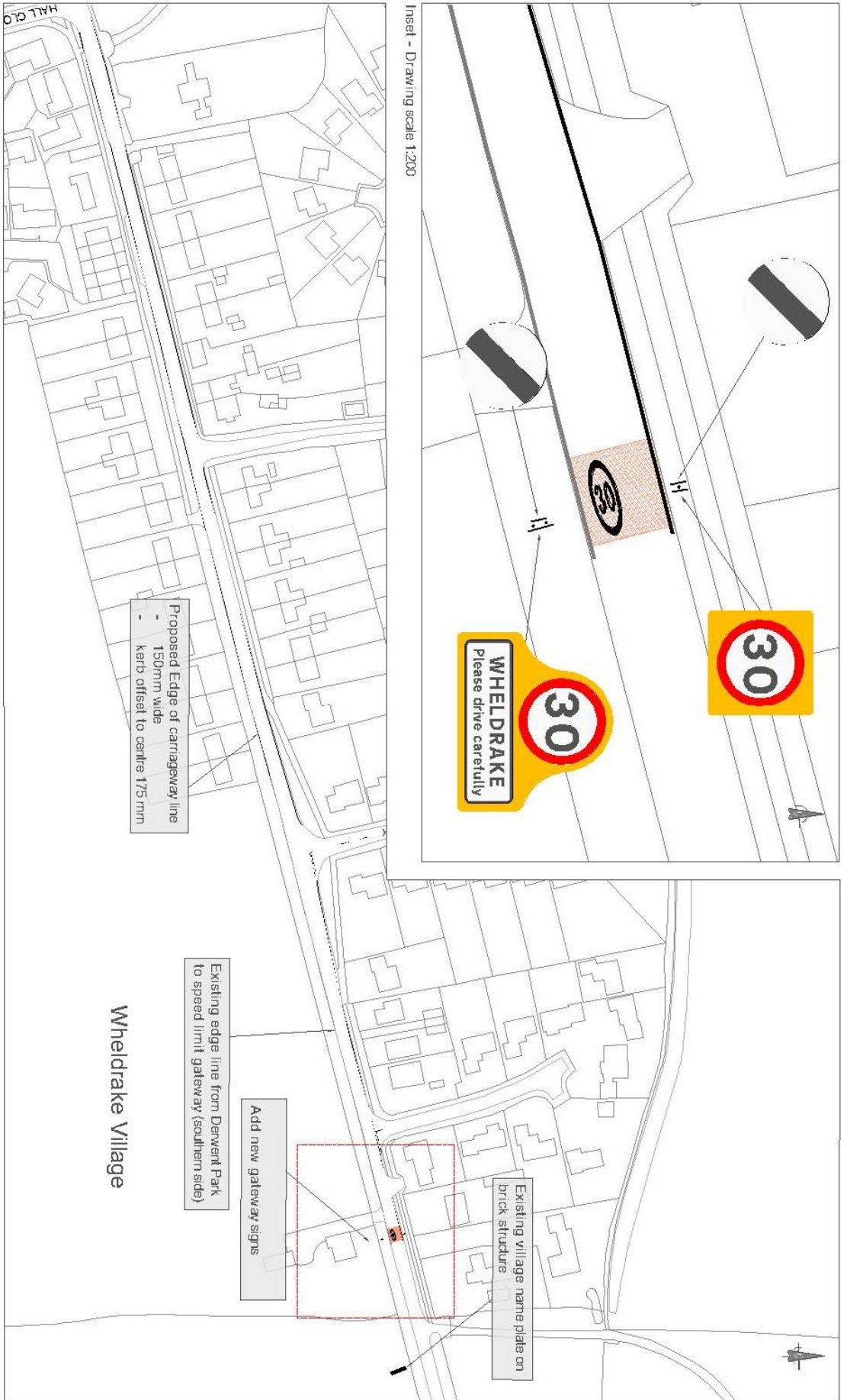
*Wheldrake PC* - Please can the village entry on Greengales Lane be altered to reduce speeds.

*North Yorkshire Police* - Church Lane is an historic speed complaint location. The road is straight with linear development with houses set well back. The environment is difficult for a 30mph speed limit and the measures may not be strong enough to achieve acceptable driver compliance.

**Analysis / Response:** The speed management process deals with specific location based complaints through data lead investigations. Greengales Lane has been investigated previously with speeds last recorded in 2011 at mean 30mph, 85% 35. No action is suggested at this location.

The Carriageway at this location is quite narrow so the addition of edge of carriageway markings to visually narrow the available road space should have some impact on vehicle speeds.





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Speed Management programme 2015/16  
Wheldrake Village

INITIAL	REV	AMENDMENT	DATE

DRAWN BY	CHECKED BY	SCALE	DATE
		1:5000	08 / 2015

REV	DATE
A3	

TP /150020/W / 01

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