

Village Traffic Studies

Holtby Village

TRAFFIC AND VEHICLE SPEED ISSUES



**Review of the existing traffic situation
and options to manage vehicle speeds
through Holtby village**

Engineering Consultancy Ref. DEC 070 10026



City Strategy : Transport & Safety

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SCOPE AND EXTENT OF THIS REVIEW

A *Village Design Statement* for Holtby, first compiled during 2005, includes the following comments :-

"....the increasing size and frequency of traffic has caused considerable erosion to the verges..."

"The threat posed to the village by the speed and density of through traffic, and the effects of any countermeasures such as street lighting and traffic calming, are under review."

"The rural appearance of village streets should be maintained by means of grass verges, not kerbs, wherever possible. Any new street furniture should be sympathetic to the village and of an appropriate style."

This report outlines the current road and traffic situation, explains some constraints which limit the types of traffic calming or other intervention measures that could be considered, summarises some conclusions, and recommends possible outline options to manage traffic related issues and the problem of vehicle speeds through Holtby village.

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CURRENT SITUATION

A map of the main Holtby village area is provided at **Annex A**, which should assist in understanding where various items referred to in this review are situated in relation to the village or along particular roads.

Village extents

Along STRAIGHT LANE travelling northbound (from the A166) there is a village name sign on steel posts within the nearside verge, south of the Back Lane junction.



Along STRAIGHT LANE travelling northbound (from the A166) there is also a name sign fixed to stonework within the nearside verge, north of the Panman Lane junction.

(i.e. outside Manor Farm)

Along MAIN STREET / STRAIGHT LANE travelling southbound there is also a name sign fixed to stonework within the east-side verge, south of the Holtby Lane/Warhill road junction.

(i.e. opposite Barleycorn House)



The Parish Council is intending to relocate their existing 'HOLTBY' village name signs, therefore, it will be necessary to assess any new locations to avoid conflict with existing or new 30mph 'gateway' signs which also incorporate the 'Holtby' name, particularly if additional wording such as 'Please drive carefully' is to be incorporated..

Previously, it was possible to enter or leave Holtby from the southeast along Panman Lane via its junction with the A166. However, to address a number of road safety concerns for pedestrians along the lane, and following a number of accidents involving drivers turning onto or off the A166 at this junction, Panman Lane was closed to vehicles in 2006. Initially the closure was introduced on a 'trial' basis, but the arrangement was made permanent in 2007.

One obvious consequence of closing Panman Lane is that all vehicles entering or leaving Holtby via the A166 now have to use Straight Lane. Therefore, in conjunction with the Panman Lane closure during 2006 measures were introduced on the A166 at the Straight Lane junction, primarily to widen the road and create a right turn lane off the A166, and improve visibility for those exiting Straight lane.

Existing speed limits

The whole of Holtby village is within a 30mph speed limit. Since March 2004, the 30mph speed limit entry points along each vehicular approach into the village; i.e. on Holtby Lane, Straight Lane and the road from Warthill, have been highlighted to road users by 'gateway' treatments. These comprise pole mounted '30' signs with backing boards and the name 'Holtby' on both sides of the road, together with '30' road marking on red surfacing across the road, as illustrated below and indicated on the map provided at Annex A.



Vehicles approaching Holtby from the A166 along Straight Lane are slowed to some extent when turning off the main road before entering the 30mph limit 'gateway'. However, drivers then have relatively good forward visibility through the slight bends ahead with no roadside footway, and there appears to be little incentive for drivers to moderate their speed after entering the 30mph limit.



Vehicles approaching Holtby from the west along Holtby Lane are slowed to some extent by slight bends in the road before the 30mph limit 'gateway'. However, drivers have relatively good forward visibility through the further bends ahead with no roadside footways, and there appears to be little incentive for drivers to moderate their speed after entering the 30mph limit before reaching the sharp bend outside Weir House.



Vehicles approaching Holtby from the Warthill direction are slowed to some extent by bends in the road before entering the 30mph limit 'gateway'. Drivers then have to moderate their speed within the 30mph limit to either negotiate a sharp left turn, or turn right across oncoming traffic into Holtby Lane.

Traffic speeds

The issue of traffic speeds through Holtby continues to be raised. For example, the Parish Council are concerned there is a real danger that due to the speed of vehicles in the village, coupled with a lack of roadside pavements and kerbing, an accident will occur at some time in the future.



In December 2005, as part of a trial of vehicle activated signs (VAS) around the City, one of these signs was installed on Straight Lane, facing traffic approaching the village from the A166.



Speed surveys have been carried out to evaluate the effectiveness of this sign to moderate the behaviour of those drivers who continue to disregard the prescribed 30mph speed limit along Straight Lane and Main Street beyond. Readings were taken at the VAS site, outside 'The Bungalow', and fronting the church before the VAS was installed, followed by intervals of 1, 6 and 12 weeks after installation, and then again in April 2007.

A summary of the results obtained is provided in the following table :-

(NB : The values for vehicles travelling northbound passing the VAS are shown in **bold**, and for comparison values for vehicles travelling in the opposite southbound direction are given in brackets.)

NB : '85th PERCENTILE' is the speed below which 85% of the vehicles travelled, and is a particular value used when designing road safety measures.

Panman Lane (VAS)	AVE. / MEAN SPEED	85th PERCENTILE	% ABOVE LIMIT	30 - 35 mph
November 05	32 (35) mph	37 (41) mph	59 (61) %	59 (61) %
December 05	26 (32) mph	30 (38) mph	14 (56) %	11 (31) %
January 06	28 (34) mph	32 (40) mph	24 (73) %	17 (34) %
December 06	28 (32) mph	32 (38) mph	22 (61) %	17 (37) %
April 07	28 (28) mph	33 (31) mph	29 (22) %	24 (19) %

The Bungalow	AVE. / MEAN SPEED	85th PERCENTILE	% ABOVE LIMIT	30 - 35 mph
December 05	28 (27) mph	32 (32) mph	27 (23) %	24 (19) %
January 06	28 (28) mph	32 (33) mph	26 (29) %	23 (23) %
December 06	29 (27) mph	33 (32) mph	33 (25) %	26 (20) %
April 07	29 (28) mph	34 (34) mph	36 (35) %	28 (25) %

The church	AVE. / MEAN SPEED	85th PERCENTILE	% ABOVE LIMIT	30 - 35 mph
November 05	26 (28) mph	30 (32) mph	14 (23) %	12 (21) %
December 05	27 (27) mph	31 (31) mph	22 (19) %	18 (17) %
January 06	28 (28) mph	32 (31) mph	26 (20) %	23 (17) %
December 06	27 (26) mph	30 (30) mph	15 (12) %	13 (10) %
April 07	31 (37) mph	36 (43) mph	44 (89) %	27 (28) %

From the above results it can be seen that following installation of the VAS both the average and 85th percentile speeds have remained generally the same at all three sites, apart from an increase in the latest values for vehicles travelling south past the church.

It should be noted that to allow for possible inaccuracies in vehicle speedometers, National guidance recommends that enforcement of vehicle speeds should apply to speeds above the posted limit plus a tolerance of 2mph plus 10%. For example, the police are only likely to consider enforcement action within a 30mph limit where a significant number of drivers are travelling at 35mph or above.

Accident history

Road accident records indicate there have been no fatal, serious or slight injury accidents on any of the roads through Holtby over the last 5 years.

There have been accidents, including some serious, in the past around the A166 junctions, but Panman Lane is now closed to vehicles, and the Straight Lane junction has been altered to improve visibility and provide a right turn lane.

Other users of the Highway

As noted in the Holtby '*Village Design Statement*', cycle route 66 of the National Cycle Network from York to Stamford Bridge, and on to Beverly, is accessible to the south of the village on its passage alongside Hagg Wood.

This same planning document also mentions a network of six separate public rights of way within the parish, together with bridleways such as Holtby No. 6 Public Bridleway (Vengeance Lane).

These are regarded as attractive features of a village which is only a few miles from the centre of York.

CONSTRAINTS

When seeking to develop possible traffic and speed management solutions the process is governed by National guidance and legislation, the Council's overall transport strategy and objectives to provide safer roads, local considerations, and of course funding. How these might influence the possible introduction of traffic or speed management in Holtby is examined below :-

Funding for traffic or speed management

The City of York Council 'Local Transport Plan' (LTP) includes a framework for prioritising funding on capital works schemes which achieve strategic objectives and targets, such as improving road safety and reducing injury accidents around the City. It is widely recognised that capital schemes should be prioritised on the basis of the likely benefits generated versus the cost of implementation.

Casualty reduction is a principal objective of the Council's Road Safety Strategy and its LTP. Speed is recognised as a significant causal factor in at least one third of all road casualties. Therefore, the targeted use of effective speed management measures to influence driver behaviour and deter vehicles exceeding the speed limit or being driven at an inappropriate speed for the road conditions has the potential to reduce the number of casualties.

For reference, the 2008/09 LTP Capital Programme included an allocation of £65,000 for the implementation of 10 speed management schemes.

Scheme prioritisation

To help manage the numerous complaints raised about speeding around the City, and identify priority sites for action, a data led method of assessing all speeding issues in York has been established. For any particular location this approach considers whether any injury accidents were fatal, serious or slight, in conjunction with speed surveys to determine the extent of speeding which exceeds the local limit and the thresholds normally used for police enforcement.

Hence speeding issues are prioritised for possible action against the following criteria :-

Category	Speed	Casualties	Priority	Treatment
1	High	High	Very High	Speed management measures
2	Low	High	High	Casualty reduction measures
3	High	Low	Medium	Speed management measures
4	Low	Low	Low	None

Therefore, although some of the Holtby speed survey results referred to earlier are a concern, because there is no associated history of speed related injury accidents, the roads through the village would only be rated as 'Medium' or 'Low' priority for possible action to be taken using LTP funding.

Speed management policy

The Council also has a 'Speed Management Plan' which was developed in consultation with key road user groups, including the emergency services. This sets out a framework for introducing traffic calming schemes and is primarily based on defining three categories of road, as set out below :-

- **Traffic Routes** - these are the main roads into and around the City that are important strategic routes for the emergency services and bus operations. Generally vertical measures, such as 'speed cushions' or 'road humps' would not be installed on these roads to avoid impeding response times or passenger comfort.
- **Mixed Priority** - these are roads that are still important for getting around the City, but tend to be more residential in nature and go through areas where slower speeds are appropriate. Here traffic-calming measures are targeted mainly in key areas, for example outside schools or near local shops.
- **Residential** - these are residential areas where the safety of residents is considered to take priority over traffic. Therefore traffic calming can be introduced in such streets whenever the necessary finance is available and the proposal carries the support of the majority of local residents.

The road into Holtby from Warthill and the Straight Lane approach into the village, are designated under the Council's 'Speed Management Plan' as important strategic 'Traffic routes' for the emergency services and bus operators, whilst the main street within Holtby is classed as a 'Mixed Priority' route.

No service bus routes go through Holtby (bus stops serving the village are on the A166), but there are no weight restrictions on the roads through Holtby, so large and heavy vehicles, including of course agricultural vehicles, are able to use the roads in the village.

With reference to the village map it will be seen that existing roadside development is predominantly residential along both sides of the main street, with no school or shops, but a small church, an art studio, and some farms.

Therefore, as a consequence of the route classification applying to the roads through Holtby and the existing village roadside development, Holtby Lane and Straight Lane are unlikely to meet the necessary criteria for the introduction of vertical traffic calming, such as road humps or speed cushions, or a lower speed limit.

Speed limits

The Department for Transport (DfT) does not usually advocate the introduction of either 20mph speed limits or 20mph zones on through roads in a village. Extensive physical speed reducing features are normally required to gain compliance with such a limit, effectively making the limit 'self enforcing', but the necessary measures are often considered inappropriate in most villages.

In addition, the Police are unlikely to support the introduction of a 20mph speed limit without self-enforcement.

The relevant traffic signs regulations require the use of 30mph 'repeater' signs where there is no system of street lighting in place, and indeed some 'repeater' signs are in place at Holtby. It should be noted that, elongated speed limit '30' roundel road markings (usually accompanied by red coloured road surfacing) can only be used in conjunction with upright speed limit terminal or 'repeater' signs. The latter requirement is because wear and tear or adverse weather conditions can render the road markings difficult to see and this would cause enforcement difficulties for the police if there were no accompanying regulatory signs in place. However, the introduction of additional coloured road surfacing in association with 'repeater' signs is often regarded as visually intrusive within rural villages.

Conservation and environmental impact

Although Holtby is not covered by a 'Conservation Area', there are some Listed Buildings in the village, and it is clear from the 'Village Design Statement' that strict design guidelines are in place to maintain the rural setting, retain the a number of existing features, and limit future development.

A characteristic of many rural villages is the informal appearance of highway edges; grass verges or village greens without kerbs, and one of the recurring problems is the accommodation of traffic without adversely affecting buildings and their setting. In some instances even standard pre-cast concrete kerbs may not be appropriate and, where feasible, more expensive natural materials traditional to the area need to be considered, with the colour and texture of new features reflecting those of the rest of the area. For example; providing traffic calming features which preserve or enhance the architectural or historic appearance of villages and respect the character and setting of adjacent Listed Buildings, rather than diminishing their local character

Again, the Planning guidance contained in the Holtby Village Design Statement promotes new development or features which are sensitive to the existing environment of the village and particular key features, such as the natural verges, hedges and signage.

Hence the appearance of any proposed speed management features is important, particularly in terms of being acceptable to the general public, with special attention being given to materials.

Planting as part of traffic management schemes could be encouraged, providing growth does not obstruct sight lines.

Street lighting

Regulations governing traffic calming installations stipulate that such features on the Highway should be conspicuous for drivers in both day and nighttime conditions, and ideally there should be suitable street lighting in the area. Indeed, where vertical measures are involved (other than in 20 mph zones), adequate street lighting should extend over the length of the road containing the traffic calming. This is so that drivers approaching a feature are able to identify its layout and thus make the necessary judgements concerning driver priority, the intended actions of oncoming drivers, and how to safely navigate the feature.

Since Holtby village does not have a system of street lighting, the current lack of illumination would be insufficient for the introduction of some types of traffic calming measures. Interestingly, the Holtby 'Village Design Statement' refers to *"the 'threat' posed to the village by the speed and density of through traffic"* and mentions that *"the effects of possible countermeasures such as street lighting are under review"*. Traffic calming proposals would need to take into account the necessary installation of street lighting, probably on columns, which would be both visible and potentially quite costly.

However, it should be pointed out that because improved road lighting provides drivers with better visibility then as a consequence it is possible they may be less inclined to slow down. Also, the installation of road lighting would then require removal of any '30' repeater signs and associated '30' roundel road markings.

Adopted Highway

The main roads through the village, together with the adjoining footways and verges, are all designated as adopted Highway, including the grassed 'village green' area on the north side of Holtby Lane at the junction with the road from Warthill, as shown below.



POSSIBLE SPEED MANAGEMENT OPTIONS

The following pages outline in more detail some possible improvement options, including relocation of 'gateway' treatments, junction alterations and the introduction of traffic calming, together with an indication of the potential expenditure which could be involved :-

Gateway alterations

HOLTBY LANE

Vehicles approaching the village along Holtby Lane enter the 30mph limit through a 'gateway' feature at a road width of 4.9m. It will be noted from the village map that this is located over 200m from the bend outside the first visible roadside property, Weir House.

Although the Parish Council do not appear to have concerns about the current 'gateway' location, council officers consider that there is insufficient change in the road environment at the present location to



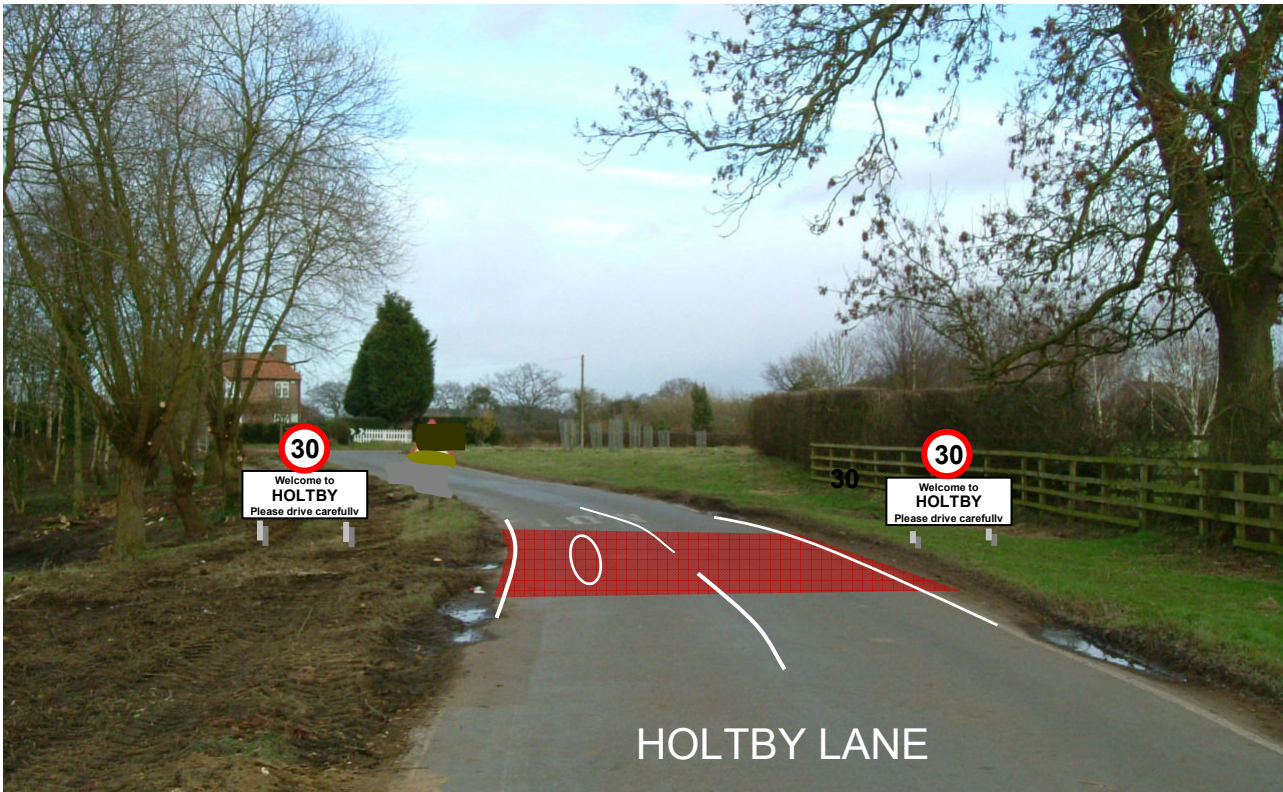
encourage drivers to respond to the change in speed limit.

It is therefore suggested that the Holtby Lane 'gateway' is moved closer to the village, where it may make it more effective, with drivers more likely to respond to a clearer perception of a change in road environment from 'rural' to 'residential', and a more obvious reason to slow down.



Subject to sufficient verge width being available, lower mounted 'welcome' type 'gateway' signs, similar to that illustrated opposite, might be considered. However, it will be necessary to check that any revised 'gateway' proposals do not coincide with the Parish Council's intention to relocate their 'HOLTBY' village name signs.

An illustration of how an alternative Holtby Lane ‘gateway’ location might look is provided below :-



Note that wider roadside verges also provide an opportunity to introduce an alternative type of ‘gateway’ sign arrangement, which could include ‘Welcome to’ and / or ‘Please drive carefully’ wording with the ‘HOLTBY’ name.

STRAIGHT LANE



Vehicles approaching the village along Straight Lane enter the 30mph limit through a ‘gateway’ feature at a road width of 5.5m. It will be noted from the village map that this is located over 180m from the first residential properties, Manor Farm and The Studios.

Officers consider that drivers turning off the A166 may be more responsive to the speed limit signs if they are positioned farther away from the

junction where they may be more likely to be noticed.

It is therefore suggested that the Straight Lane ‘gateway’ is also moved closer to the village, where it may make it more effective with drivers more likely to respond to a clearer perception of a change in road environment from ‘rural’ to ‘residential’, and a more obvious reason to slow down.

In addition, it should be noted that moving the Straight Lane 'gateway' closer to the village could also bring it too close to the existing vehicle activated sign, in which case the VAS would have to be relocated. However, if no longer required along Straight Lane, since this VAS is solar powered, it could be located elsewhere in the village, perhaps on the straight section of Holtby Lane.



An illustration of how an alternative Straight Lane 'gateway' location might look is provided below



The road from Warthill

Vehicles approaching the village from Warthill enter the 30mph limit through a 'gateway' feature at a road width of 5.4m. Although this arrangement is considered to be satisfactory, the appearance of the 'gateway' would be changed to be consistent with any alterations to the type of sign arrangement provided on the other approaches.



It is estimated that currently to implement changes to the 30mph 'gateways' could cost between £6,000 and £8,000.

Junction alterations

Following closure of Panman Lane and improvements at the Straight Lane junction with the A166, the only remaining junction in the village of any significance for through traffic is at the intersection of Holtby Lane with the road from Warthill.



Currently on Holtby Lane vehicles travelling inbound / eastbound have to 'give way' to through traffic at the Main Street / Warthill road junction to the north of the village.

However, the relatively straight road alignment for those heading outbound / westbound from Main Street into Holtby Lane means that

vehicles often do not slow down when turning left into Holtby Lane at the junction.

In addition, there is a public footpath which joins the south side of Holtby Lane near to the junction, but no roadside footway, therefore, pedestrian safety would also be improved if the passing traffic could be slowed, with the roadside verge widened, or a footway provided.

Junction realignment

One option could be re-alignment of the junction to introduce some 'deflection', so that drivers would need to reduce their speed when negotiating the junction, whichever route they are taking. A plan showing a possible alternative road layout, whilst retaining the existing 'priority' arrangement, is provided at Annex B.

Changed priorities

Changing the priority arrangement at the existing junction, e.g. so that drivers from Holtby main street have to 'give way' to through traffic travelling between the road from Warthill and Holtby Lane, is not considered to be a satisfactory alternative in road safety terms, partly due to poor visibility for those making a right turn manoeuvre from the main street towards Warthill.



However, a changed priority arrangement may be feasible if the junction layout can also be realigned to overcome the visibility problems.

Another plan showing a possible alternative realigned road layout, but with the 'priorities' changed, is provided at Annex C

From both plans showing Option A and Option B it will be noted that either Holtby Lane re-alignment would cut through the current fenced off area of 'village green' on the north side of Holtby Lane, but the increased roadside verge areas that the new arrangement would create to the south and east should in addition significantly improve visibility for pedestrians when crossing the roads around the junction.

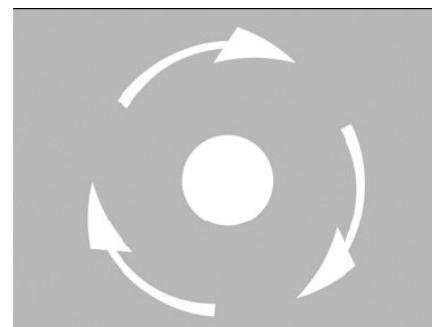
It is estimated that currently to implement junction re-alignment could cost between £15,000 and £30,000.

Mini-roundabout

At junctions, the introduction of a mini-roundabout can sometimes be an effective means of controlling traffic flows and reducing vehicle speeds, assuming that a suitable layout can be provided with the necessary visibility. If sufficient space exists to expand the Holtby Lane / Warthill road junction layout, another option could be the introduction of a mini-roundabout, as illustrated by the plan at Annex D. Such a configuration would force all drivers on each approach to slow down in order to 'give way' then change direction whilst negotiating the feature.

However, it must be emphasised there are likely to be some concerns about the amount of traffic signs and road markings which would be necessary, since there is little scope to make a roundabout itself into an attractive feature.

For example, the actual roundabout would need to be highlighted by a white disc symbol on the road surface, plus some circulatory arrow markings.



In addition, each approach to the mini-roundabout would require 'Give Way' road markings in conjunction with the appropriate illuminated 'roundabout ahead' and 'Give Way' signs shown opposite..

The amount of verge lost to provide the road space required for a mini-roundabout, by comparison to a 'give way' junction arrangement, is also likely to be an issue.

For example, the photograph below shows the three-arm junction 'mini-roundabout' at the junction of Heslington Lane and Broadway – but please ignore the cycle lane markings.



Unfortunately, mini-roundabouts are not always used properly by some motorists and most sites experience some collisions over time. National studies of existing mini-roundabout sites indicate that on average it can be expected that there may be at least one injury accident per year.

It is estimated that currently to implement a mini-roundabout could cost between £30,000 and £50,000.

Traffic calming

Some of the specific concerns regarding vehicle speeds through Holtby relate to the sections of road outside residential properties around the village centre.

From the foregoing it will be evident that vertical traffic calming, such as speed cushions or road humps, are not really feasible in Holtby, mainly due to the particular road classifications assigned to the main routes through the village under the Council's 'Speed Management Plan'.

Horizontal measures, sensitively designed, would appear to offer a possible way of tackling speeding problems in the village. For example, the introduction of some form of 'build-out' or 'chicane' arrangement could be investigated, to physically slow traffic by reducing the road width to single file traffic at one or two strategic points.

However, before considering the possible introduction of horizontal traffic calming it is perhaps worth explaining what these measures typically involve, in order that the associated infrastructure and their visual appearance can be appreciated within the context of the Holtby situation.

Horizontal traffic calming



If it proved feasible to introduce horizontal traffic calming in Holtby, perhaps in the form of road narrowing or chicane arrangements, although not in a designated Conservation Area, the traffic signs, bollards and road markings associated with such measures, as illustrated opposite, might be viewed as visually intrusive in the village environment, and may generate some local opposition.

For example, the priority arrangement at horizontal traffic calming features, such as 'build-outs' or 'chicanes', is indicated by 'Give Way' road markings together with the two traffic signs shown opposite. These signs would have to be illuminated, and because disregarding the circular regulatory sign is an offence under the Road Traffic Act, a Traffic Regulation Order (TRO) would be required.



Such measures would require careful consideration within the village setting to minimise the visual impact and environmental intrusion of their associated traffic signs and road markings, which might otherwise prove unpopular with residents.

In addition, where the road narrows to a single lane and one vehicle must 'give way' to allow opposing vehicles to pass, the associated signs and markings can only be used if drivers would have clear visibility of each other. Hence 'build-outs' or 'chicanes' can usually only be considered along a relatively straight section of road, such as perhaps Holtby Lane.

Furthermore, horizontal 'chicanes' may not be effective if there is a lack of opposing vehicles at peak times, and it should be appreciated that the introduction of chicanes can result in some poor driver behaviour, sometimes resulting in a potential for collisions to occur.

Horizontal traffic calming would also need to be positioned so that it did not hinder vehicle access to private driveways. In addition, it should be noted that although off-street parking is available to some properties fronting the roads through the village, the availability of on street parking would be reduced by the introduction of horizontal traffic calming measures.

It is estimated that currently to implement horizontal traffic calming measures along a suitable section of road could cost between £20,000 and £35,000.

Road safety initiative

As part of a Safer York Partnership publicity and education initiative to reduce road casualties around the City, a portable Speed Indicator Device (SID) could be offered for deployment in Holtby, at locations which meet certain criteria.

A SID is a mobile matrix display which notifies drivers of their speed, to make them more aware of potential hazards in the area and the appropriate speed at which they should be travelling. However, the SID is not designed to collect data; rather the idea of the machine is to educate drivers about the speed at which they should be travelling and to raise motorists' awareness in a positive way. Thus a SID is particularly beneficial when tackling the casual speeder who may not have realised that they are driving too fast or breaking the speed limit.

Relative portability of the SID means that it can be used at a number of different locations throughout the community and set to work on roads with different speed limits. The very fact that the equipment is located on a temporary basis means that road users notice their presence and respond accordingly.

It is intended that the SID would be operated by trained volunteers representing a Parish Council, or groups such as a tenant and resident association. In order that the broader feelings of the community can be represented, rather than the feelings of one individual, a number of volunteers should be on hand to safely operate the SID when deployed at selected survey sites. In this way the SID device provides members of the local community with the opportunity to address anti social behaviour and influence motorists' style of driving, which can have a significant effect on their quality of life.

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CONCLUSIONS



Existing vehicle speeds in Holtby are acknowledged to be higher than desirable, but not regarded as a significant problem.



In the absence of injury accidents, the possible introduction of speed management measures is only ranked as 'medium' or 'low' priority.



Road classification and village characteristics mean that vertical traffic calming would not be appropriate in the circumstances.



Horizontal traffic calming may be feasible at some locations, but would have drawbacks in terms of visual impact, affect on access for agricultural vehicles, etc



There is a risk that accidents may occur as a result of the introduction of chicanes or a mini-roundabout and, consequently, road safety may in fact become worse.



Improvement schemes, such as traffic calming measures, are relatively expensive to implement, as indicated by the cost estimates associated with the proposals outlined for Holtby.



Given the circumstances in Holtby it would be difficult to justify capital funding from the Local Transport Plan (LTP) to introduce more significant speed reduction or traffic calming measures.



Deployment of a Speed Indicator Device could be a viable short-term solution to address the current problem of vehicle speeds.

RECOMMENDATION

The Parish Council are invited to review the content of this review and, bearing in mind the constraints described, consider how they wish to proceed with regard to the issues involved.

If you require clarification or further information concerning the above please contact :-

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