

## 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 roads<sup>8</sup> with a predominant motor traffic flow function

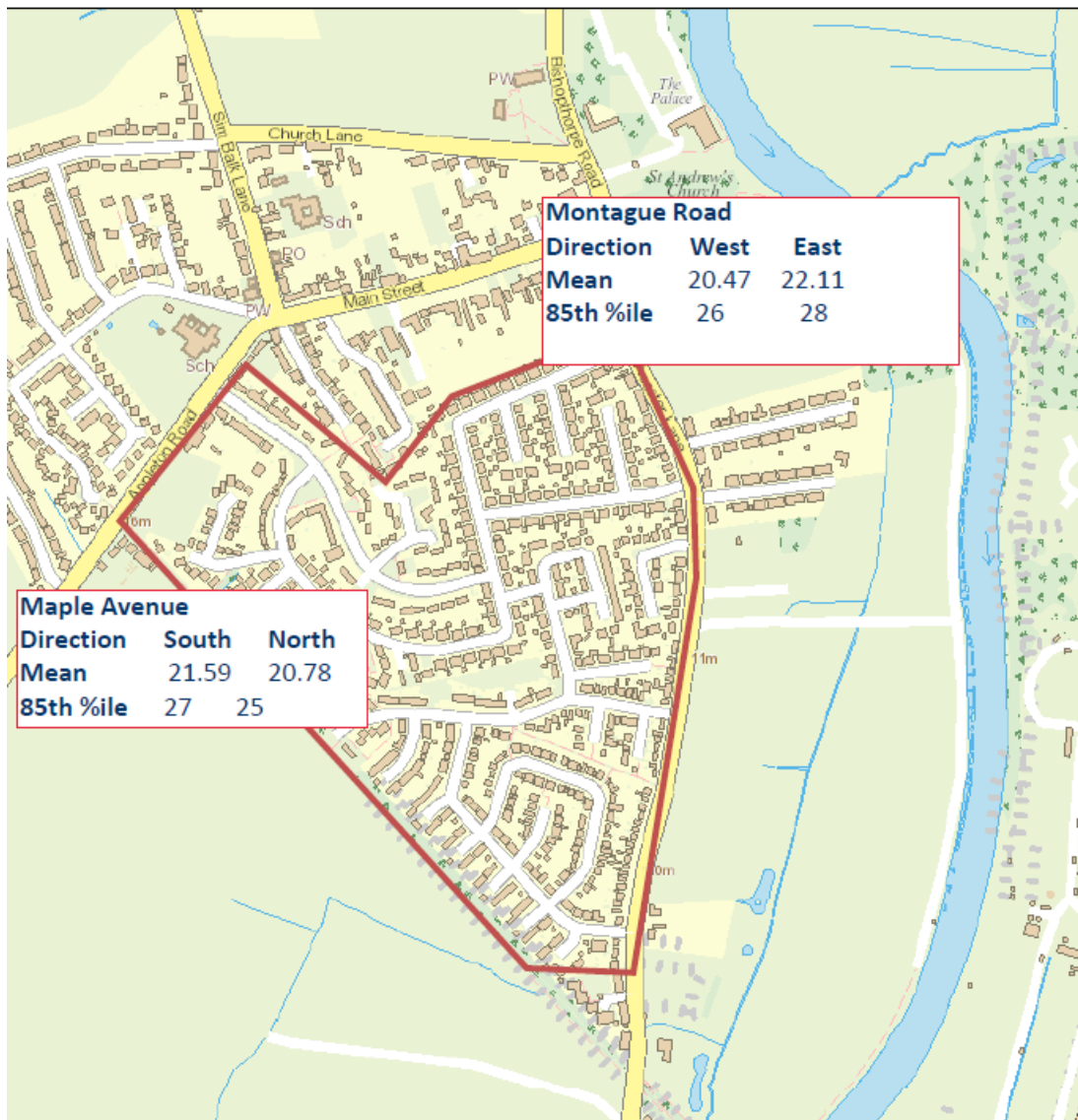
Speed limit (mph)	Where limit should apply:
60	Recommended for most high quality strategic A and B roads with few bends, junctions or accesses.
50	Should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses.  Can also be considered where 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

<b>Location:</b> Montague Road (Estate), Bishopthorpe	<b>85<sup>th</sup> %ile speeds:</b> As below. <b>Accidents:</b> None since 01/01/2017.
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**Background information:** A residential estate in a village south of the City where mean traffic speeds are currently proximate to 20mph. The nature of the roads in the estate readily indicate that a 20mph zone is appropriate.



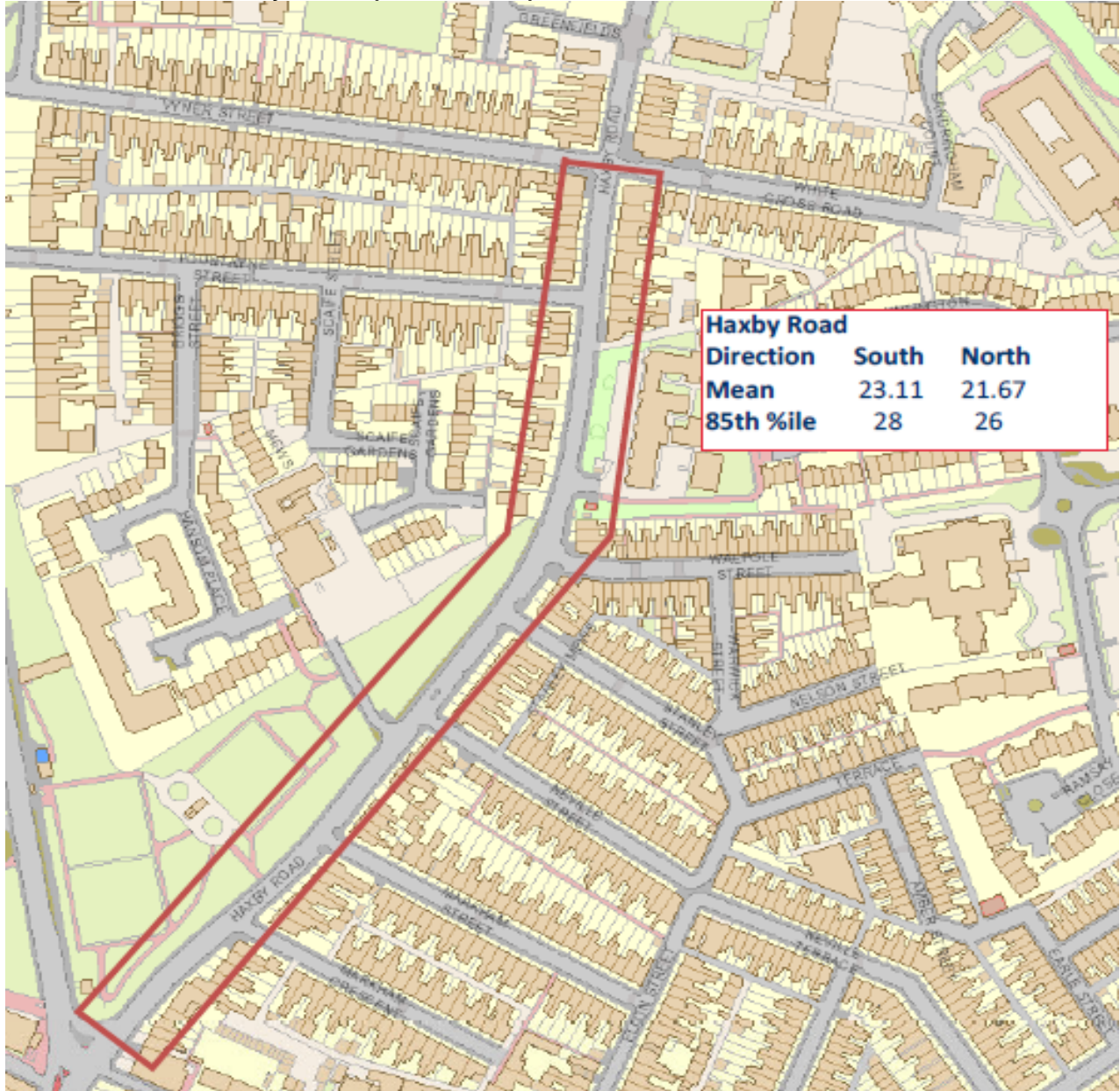
**Officer recommendation:** Implement a 20mph zone across the whole estate. **Approximate cost: £2000**

<b>Location:</b> Haxby Road (Clarence	<b>85<sup>th</sup> %ile speed:</b> As below.
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Gardens)

**Accidents:** Nine since 01/01/2017, no definite speed factors.

**Background information:** An urban 30mph road with residential properties and leisure mix where mean traffic speeds are currently proximate to 20mph and it is reasonably anticipated compliance is achievable.



**Officer recommendation:** Implement a 20mph speed limit between Lowther Street and Whitecross Road. **Approximate cost: £800**

**Location:** A59 Upper Poppleton

**85<sup>th</sup> %ile speed:** No data.

**Accidents:** Seven since 01/01/2019, no speed factors.

**Background information:** This is part of the primary road network into York, from the A1 motorway and Harrogate. The existing speed limit is 60mph reducing to 40mph inbound as the Park & Ride site is reached. The request is for the 40mph to be extended further westwards owing to the three junctions and nature of traffic in the area. A horse with rider warning sign has also to be re-instated.



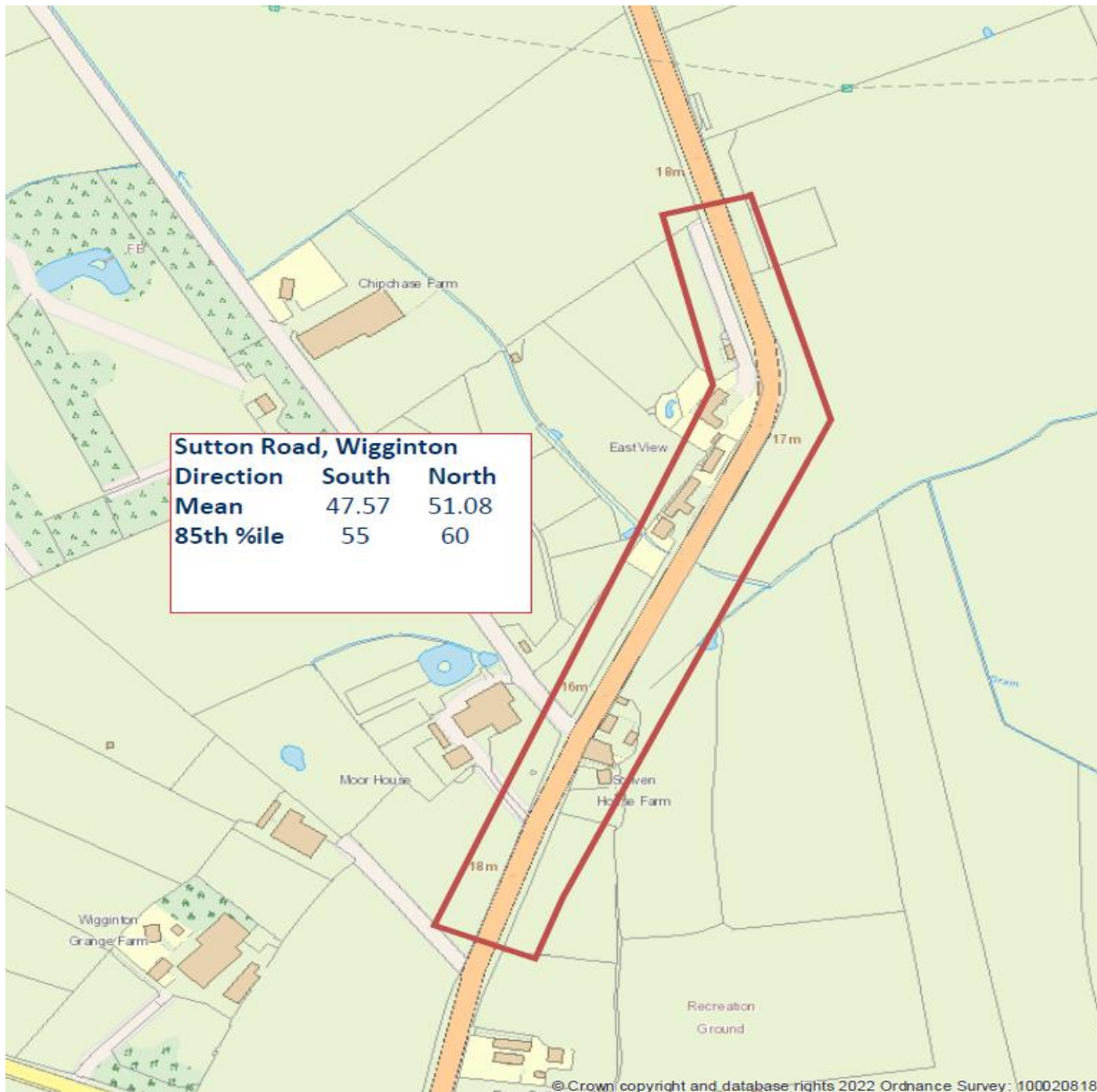
**Officer recommendation:** Implement a 40mph speed limit from the current limit transition point to a point west of Hodgson Lane. **Approximate cost:** £3500

**Location:** Sutton Road, Wigginton

**85<sup>th</sup> %ile speed:** As below.

**Accidents:** Three since 01/01/2017, no speed factors.

**Background information:** A rural 60mph road where there is a business and residences, along with an acute bend. The request is for the 40mph to be extended further away from Wigginton in order that more drivers will be travelling at that speed when they reach the acute bend, business and residences.



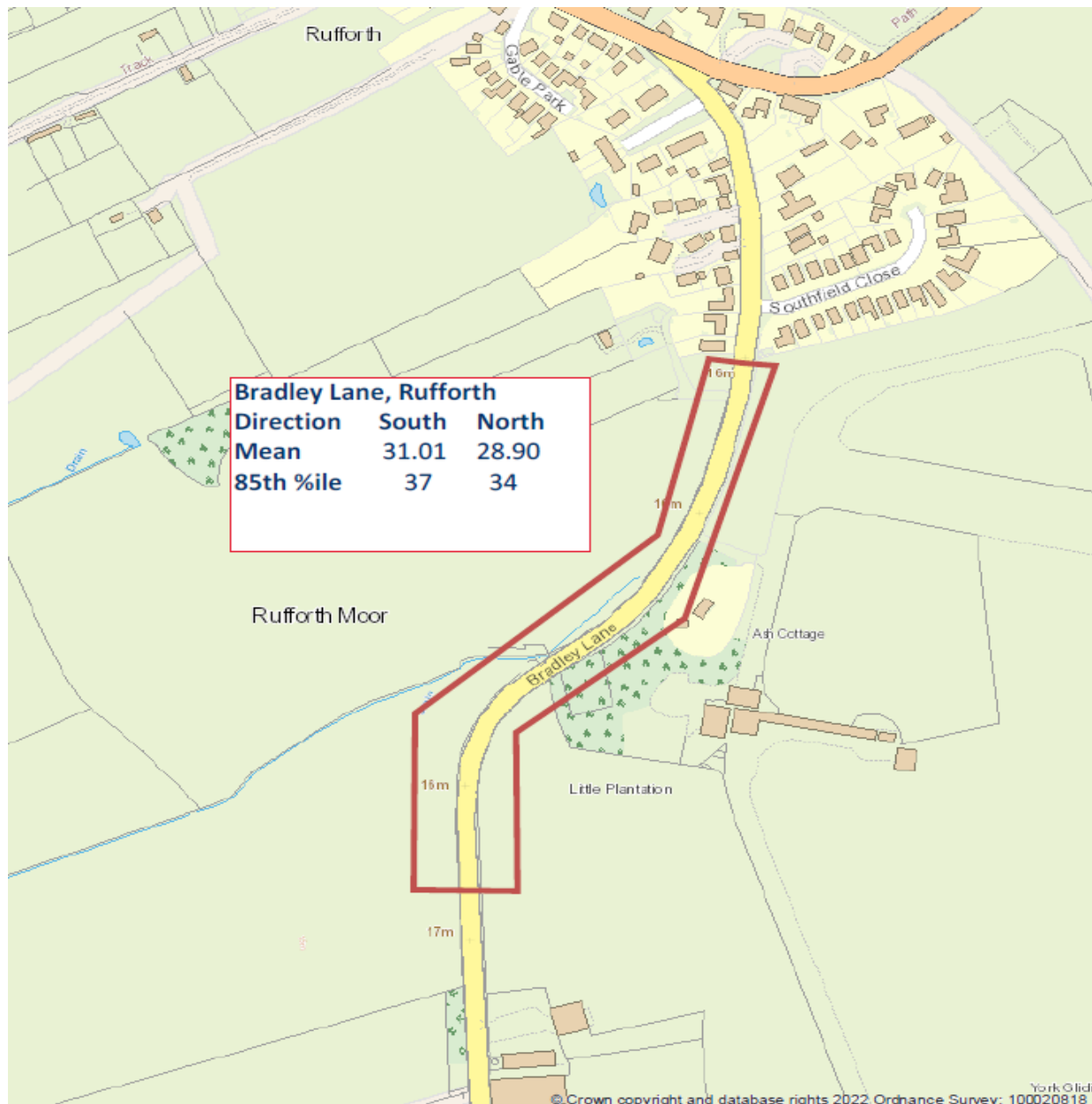
**Officer recommendation:** Implement a 40mph speed limit from the existing transition point to a point north of the acute left-hand bend. **Approximate cost: £3500**

**Location:** Bradley Lane, Rufforth

**85<sup>th</sup> %ile speed:** As below.

**Accidents:** One since 01/01/2019, a fatality owing to weather. No speed factor.

**Background information:** A rural unclassified road to the southern side of Rufforth. The request is for a 40mph buffer 'zone' between the existing 30mph/60mph transition point and a point south of the double bend owing to recorded vehicle speeds (CSW) and fatal accident in this area.



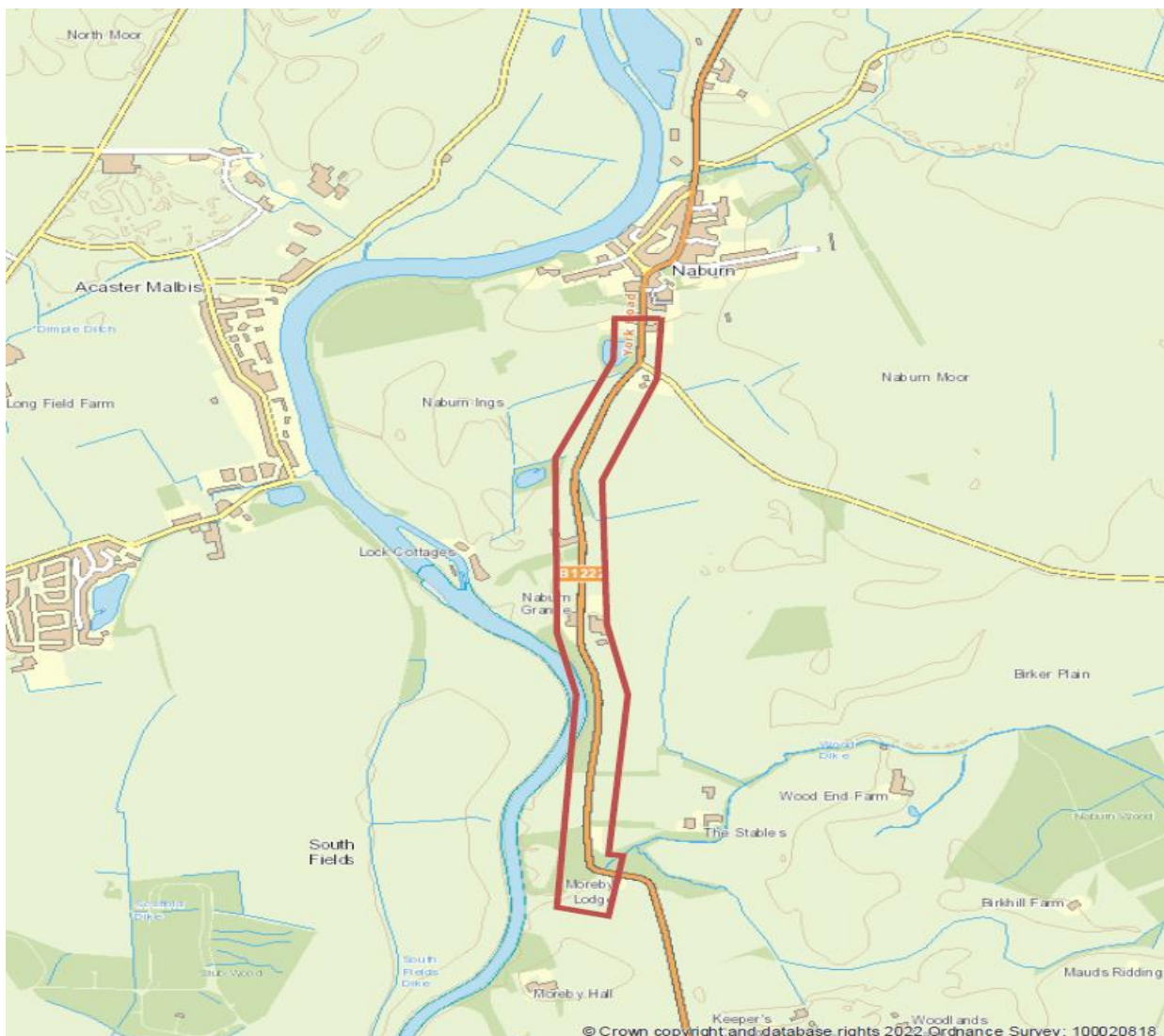
**Officer recommendation:** Take no further action. **Approximate cost:** £0.00

**Location:** B1222 Naburn Church to Moreby Lodge

**85<sup>th</sup> %ile speed:** No data.

**Accidents:** One since 01/01/2017, no speed factor.

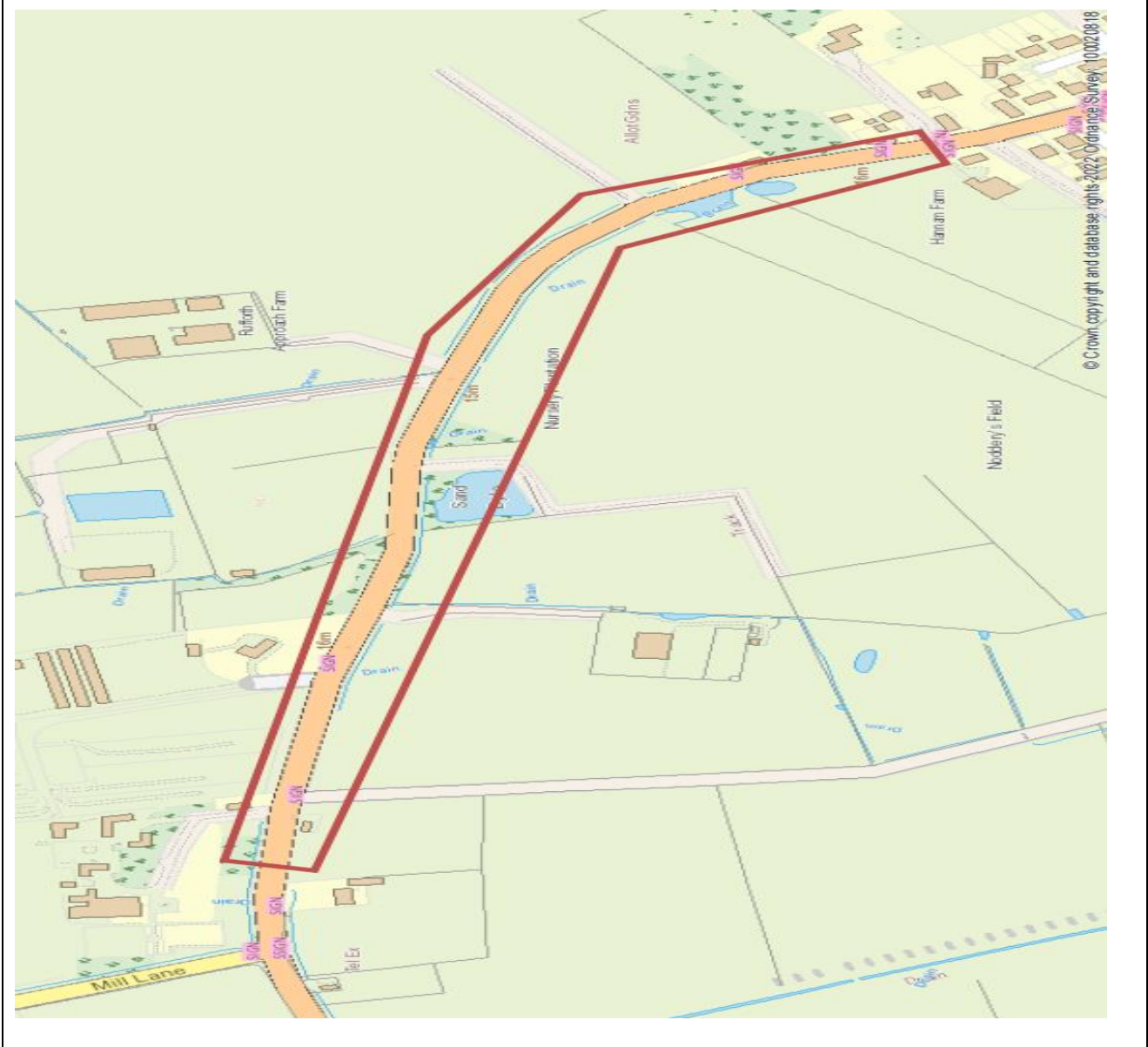
**Background information:** A rural 60mph road where there are two businesses and one farm, along with an acute bend. The request originates from Naburn Grange Riding Centre for a 40mph limit over the 1.1 miles between the Church and the lodge. Owing to the nature of the road and it's environs it is not considered compliance would be achieved. The essence of the request relates to the attitude of some drivers towards riders and horses legitimately using the road. There has been only one formally recorded injury accident in the last 6 years, a fact disputed by the requesting party.



**Officer recommendation:** Take no action but consider introduction of additional warning signs. **Approximate cost £600**

<p><b>Location:</b> B1224 Rufforth – North-Western approach</p>	<p><b>85<sup>th</sup> %ile speed:</b> No data.  <b>Accidents:</b> Four since 01/01/2019, two with speed factors. Several other accidents recorded by local resident believed to be damage only.</p>
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**Background information:** A rural 60mph road where there are two businesses and one residence, along a series of bends. The request is to introduce a 40mph buffer ‘zone’ between the existing 30mph limit and Rufforth Park near to Mill Lane, owing to the number of accidents in this area. It is not considered that compliance would be achieved or a reduction in accidents owing to the nature of the road and its environs.



**Officer recommendation:** Take no action. **Approximate cost £0.00**



**Location:** Burdyke Avenue

**85<sup>th</sup> %ile speed:** As below.

**Accidents:** None since 01/01/2017

**Background information:** An urban residential 30mph road which has had no injury accidents recorded in the last six years. It is not believed the request to reduce the speed limit to 20mph would be met with majority compliance owing to the roads open nature and the current compliance levels.



**Officer recommendation:** Take no action. **Approximate cost** £0.00

<b>Location:</b> Hull Road, Black Bull to Tranby Avenue	<b>85<sup>th</sup> %ile speeds:</b> As below. <b>Accidents:</b> Eleven since 01/01/2017, no speed factors
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**Background information:** An urban 40mph dual carriageway road on which there have been 11 injury accident in the last 6 years none of which have speed as a causal factor. The request to reduce the speed limit to 30mph would likely not result in significant compliance. This request was submitted with a request to remove the bus lane on the west bound carriageway to aid traffic flow. This request is outside of scope for this report and therefore will be considered separately.



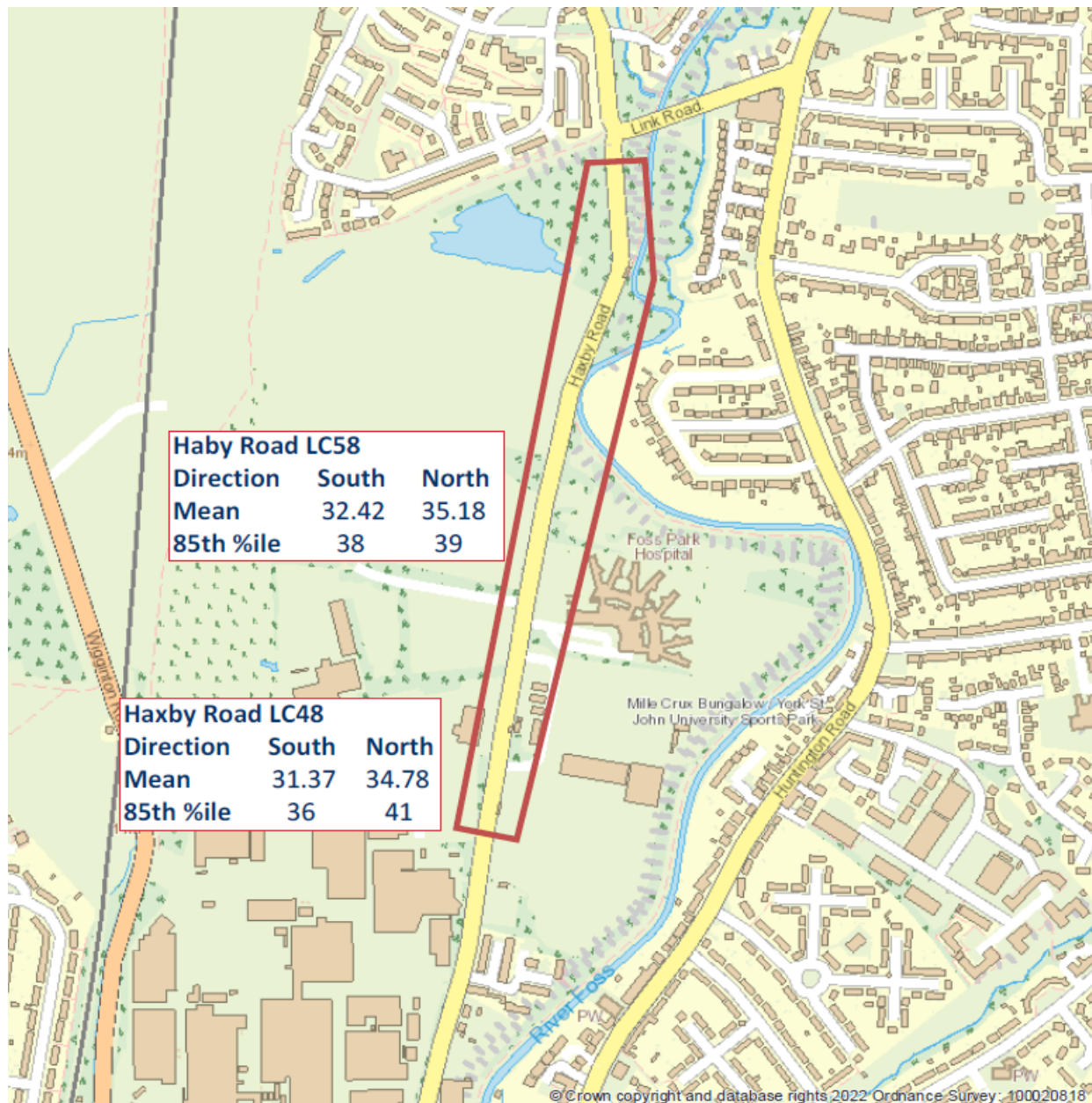
**Officer recommendation:** Take no action. **Approximate cost** £0.00

**Location:** Haxby Road, Foss Park Hospital

**85<sup>th</sup> %ile speeds:** As below.

**Accidents:** Two since 01/01/2017, no speed factors.

**Background information:** An urban non-residential 40mph road which has had two injury accidents recorded in the last six years none of which were speed related. It is not believed the request to reduce the speed limit to 30mph would be met with majority compliance owing to the roads open nature and the current compliance levels.



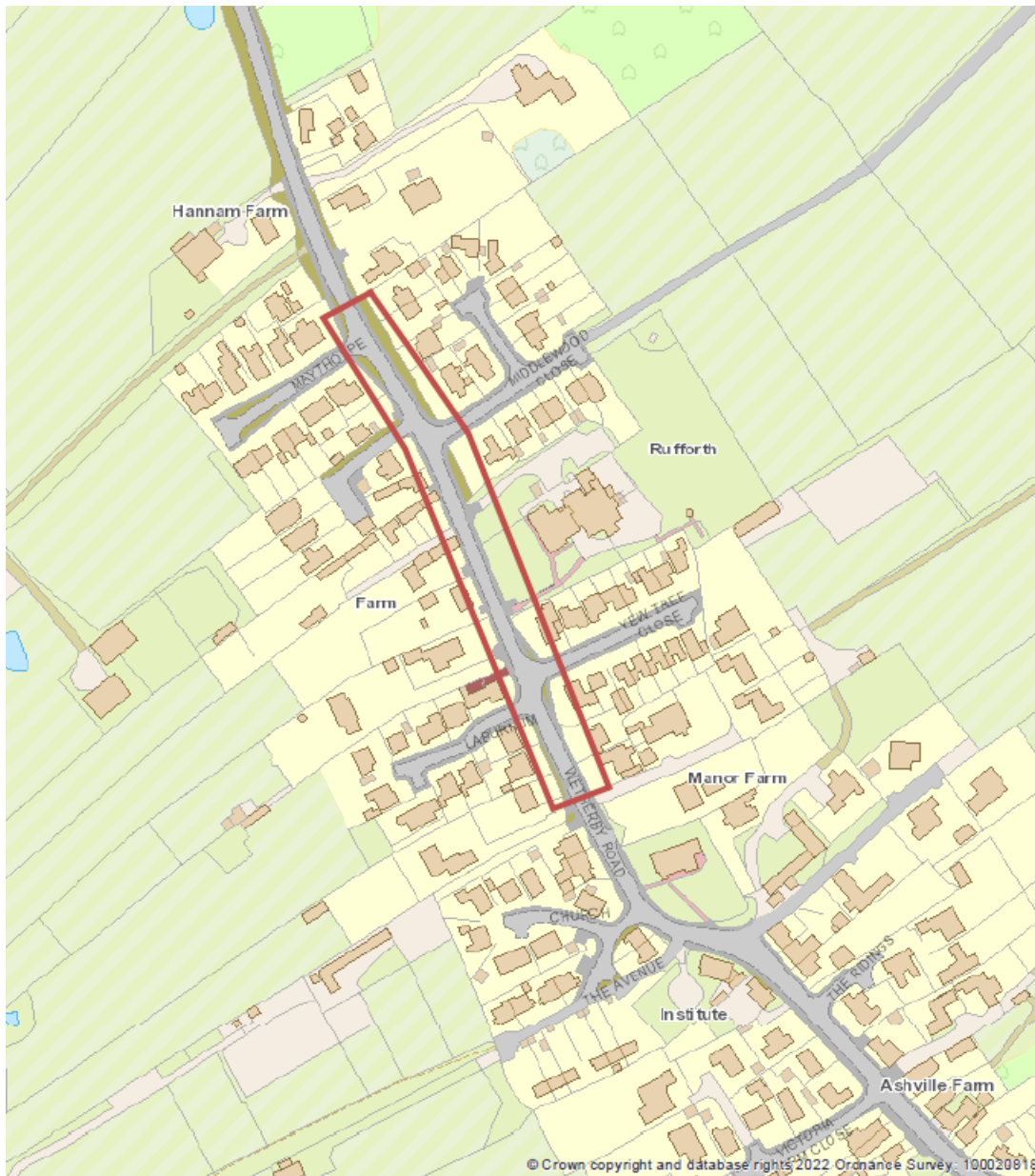
**Officer recommendation:** Take no action. **Approximate cost £0.00**

**Location:** Wetherby Road  
Rufforth (Primary School)

**85<sup>th</sup>ile speeds:** No data from CYC.  
Community Speed Watch (CSW) data  
available (but no mean or %ile speeds).

**Accidents:** None since 01/01/2017.

**Background information:** A village residential 30mph road in the vicinity of the Primary School that is not included in the Safer Routes to School programme. It is suggested a 20mph limit is appropriate in the interests of the safety of the children and parents/staff, although some further engineering measures are felt likely to be required.



**Officer recommendation:** Recommend 20mph. **Approximate cost £1000**