



## Annex C:

Place Directorate

City of York Council  
West Offices  
Station Rise  
York  
YO1 6GA

Our Ref: 220017Cons  
Date: 29 January 2024

Dear Resident,

### **Black Dike Lane - Danger Reduction Scheme**

The Council received a petition in October 2021. This raised various concerns about road safety on Black Dike Lane, specifically the risk of a serious accident due to vehicles driving at inappropriate speeds and due to the increasing number of large vehicles using Black Dike Lane.

Black Dike Lane was added to the Danger Reduction programme and a feasibility study was undertaken to review the key concerns and issues, and to consider potential options for progression to design and delivery. The key findings of the study are outlined below:

#### **1. Speed**

Speed surveys indicated good compliance of the signed 30mph speed limit within the residential part of Black Dike Lane, with only 0.9% of vehicles recorded as exceeding the limit. Key target speeds were well within the signed limit and, as such, North Yorkshire Police had no concerns about speeds and recommended no further action from a speed management perspective. The speeds recorded demonstrate that motorists consider the signed 30mph limit to be appropriate.

No measures are being proposed to manage speeds within the 30mph limit other than refreshing existing SLOW text and edge of carriageway markings at the location of the bend where any vehicle conflict would be most likely. A new right bend sign is to be introduced, and the hedgerow near the left bend sign is to be pruned back to ensure the sign is visible.

Recent discussions with ward councillors have indicated that there is a desire from residents to have the 30mph limit reduced to 20mph. Your views on this would be welcomed. However, whilst considering this, it should be borne in mind that reducing the speed limit will not necessarily reduce the speeds of vehicles along Black Dike Lane as motorists

consider 30mph to be an appropriate limit, and therefore it is more likely that compliance of the 20mph limit would be less.

The section leading from the A59 is currently subject to a 60mph limit. An amendment is being progressed to extend the existing 40mph to a point beyond Hodgson Lane junction and this proposal has been amended to include a reduction of the 60mph limit on Black Dike Lane to 40mph.

## 2. Accidents

There were no recorded injury accidents on Black Dike Lane during the 3-year period preceding the study. Damage-only or near miss records are not available as the Police tend not to be notified of such incidents. Despite the lack of evidence to support residents' worries, these concerns have been noted.

## 3. Traffic flows

Traffic flow data demonstrated that traffic flows on Black Dike Lane are low. Average peak time flows are higher eastbound, partly due to vehicles avoiding queues on the A59 from the Station Road junction (mostly during AM peak). Average morning peak flows are only 40 vehicles eastbound compared to 23 westbound. Similarly, evening peak flows were recorded as 24 and 16 respectively. During the day flows are even less.

The fact that vehicles detour along Black Dike Lane during morning peak times is a concern. The lane provides a convenient alternative route, even though these vehicles often then have to queue to rejoin the A1237. An option to prohibit left turns from A59 on to Black Dike Lane was considered and would reduce the number of vehicles but would severely restrict access for residents.

## 4. Access restrictions.

A village-wide 7.5t weight restriction (except for access) applies throughout Poppleton. This restriction is signed at each of the entry points into the village, with two signs at the head of Black Dike Lane. However, this restriction does not prevent access along Black Dike Lane by larger vehicles if they are requiring access to any destination within the zone.

The proposal includes for the introduction of "unsuitable for HGVs" signs at the entry to Black Dike Lane aiming to deter larger vehicles entering Black Dike Lane.

The use of signs to denote a prohibition on access for motor vehicles (except for access) was also considered but, without enforcement, this

restriction is unlikely to be effective as the sign is poorly understood and is usually not well observed leading to enforcement requirements.

A gated closure at the junction of A59 has not been considered as this would be difficult to introduce (legally and practically) and the management such a facility would be almost impossible to control effectively and would likely introduce new road safety issues.

#### 5. Other factors

It has been noted that there are a few missing traffic signs and faded road markings along Black Dike Lane. These will be replaced/refreshed.

The petition asked for improvements to be made to footways. The introduction of footways in the residential section would be difficult given the lack of available road width and low thresholds to properties. The most viable option would be to replace verges fronting the properties with footway. A footway immediately abutting properties would not be appropriate as doorways and windows would open on to the footway, presenting a hazard to pedestrians. In addition, pedestrians would pass closer to the properties reducing privacy for those properties.

Pedestrians currently use the road and signs are in place to advise motorists of this activity. The low traffic and pedestrian flows mean that there is only a very low risk of conflict. Introducing footways would impact negatively on the rural setting of the lane.

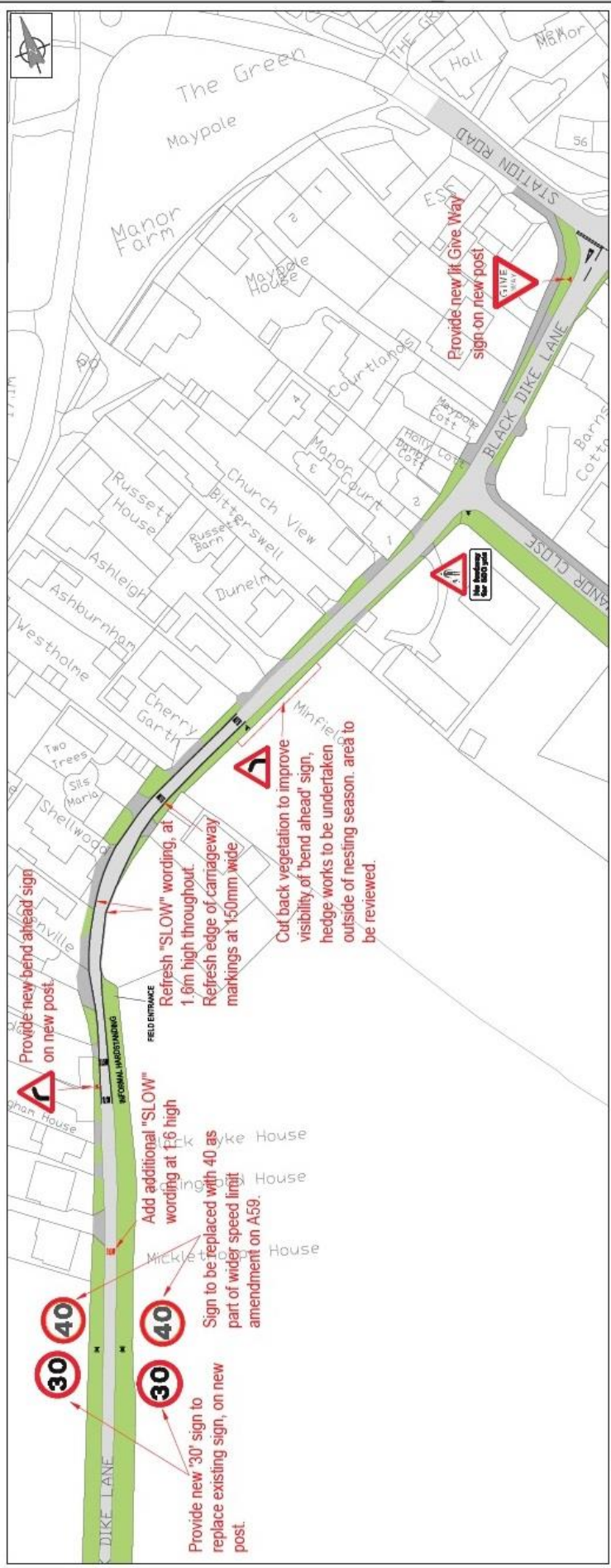
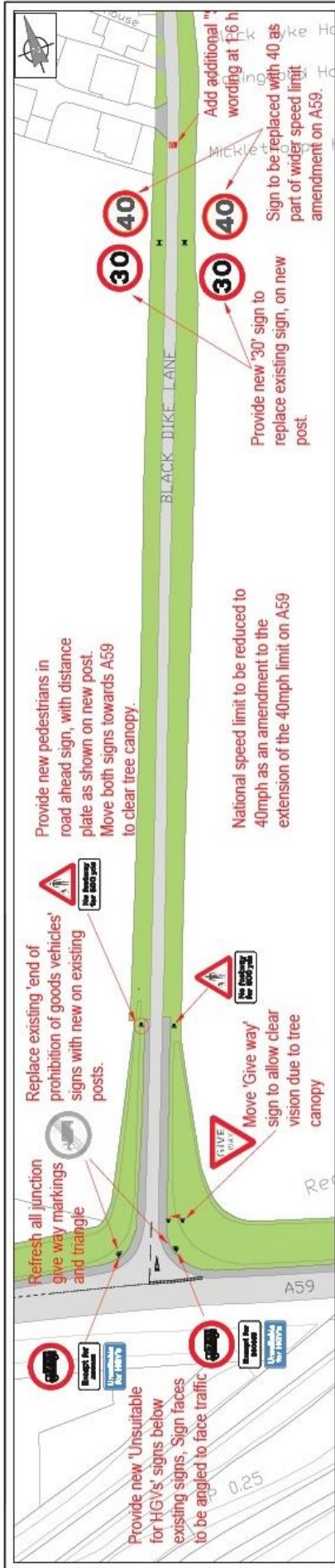
Attached to this letter is a copy of Plan No TP/220017/100/03 showing proposed measures at Black Dike Lane (shown by red text).

As a result of the review and in line with the findings and considerations above, the Council is proposing to make several amendments to the existing traffic signs and road markings. It is considered that these measures will serve to improve conditions experienced by residents without detrimentally impacting on the environment and nature of the lane.

We would appreciate your views on the proposals. If you would like to make any comments regarding the proposals, please submit them to me no later than 12pm on 18 February 2024, preferably in writing or by email.

Yours faithfully,

Jim Sotheran, Engineering Technician – Highway Engineering Design  
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		<b>FEASIBILITY</b>	
Drawn by: JFS Checked by: DM Approved by: MJC/SHR Drawing date: 18/03	Date: 08/03/2023 Date: 08/03/2023 Date: 20/03/2023	Project: <b>BLACK DIKE LANE DANGER REDUCTION SCHEME</b> UPPER POPPLETON	
Drawing No: TP/230017/100/03		Drawing: <b>PROPOSED WORKS TO SIGNS AND ROAD MARKINGS</b>	