

Black Dike Lane Danger Reduction Scheme

Feedback from consultation

1. Feedback from CYC Officers

Respondent	Comment	Officers Response
Officer #1	During the construction of Poppleton Park and Ride (P&R) and associated improvements, residents complained in advance of the works about the potential for rat running through Black Dike Lane. CYC responded to this with the introduction of an Access Only Order during the P&R works.	This action was noted in the feasibility study. The temporary restriction was removed in June 2014.
Officer #2	<ol style="list-style-type: none"> <li data-bbox="409 663 1227 810">1. At the eastern end on the 'outside' of the new Give Way sign should it also be signed 'unsuitable for HGV's' & 'except for access' to deter vehicles within Poppleton from using this route out? <li data-bbox="409 813 1227 922">2. At the first 'no footway' sign heading east to west would a 'SLOW' road marking be of benefit? <li data-bbox="409 925 1227 1362">3. The next note (again heading west) suggests vegetation being cut back, Streetview 2009 shows there is a reasonable grass verge on the southern side that from Streetview 2021 is overgrown (I realise it may not be now)...and streetlight hidden; is it the plan to cut the hedge back/expose the hidden road surface/white line (May 2012 shows approx 18"/2' inside of IC in the road whilst Jun 2021 shows approx 6" and there is a road gully inside of the white line) all along this section, from Manor Close 	<ol style="list-style-type: none"> <li data-bbox="1238 663 2051 954">1. Providing a sign to advise that the route is unsuitable for HGVs has been proposed for the entry into Black Dike Lane from A59 to deter larger vehicles entering Black Dike Lane, as desired by residents. A sign could be installed at the Station Road junction but would need to be carefully positioned to be visible on the approaches. <li data-bbox="1238 957 2051 1193">2. The existing 60mph limit at this location is to be reduced to 40 so vehicles should be approaching the residential section at slower speeds once installed. Slow markings are to be provided on the approach to the bend. It is not considered necessary to have additional SLOW in advance of this. <li data-bbox="1238 1197 2051 1362">3. The hedge will be cut back as part of this project. As the overgrown hedge is under private ownership, future maintenance of the hedgerow will need to be pursued by Highway Regulation to avoid obstruction

	westwards to approx opposite the property called Two Trees?	of the highway. The edge of carriageway marking is to be remarked as part of this scheme. The edge of carriageway marking is to be refreshed.
Officer #3	No comments other than checking there are sufficient parking restrictions along there to help with these issues and if required any repainting of lining along the whole of the route shown on the plan.	There are currently no waiting restrictions along Black Dike Lane. Parking is mostly off-road. All road markings are to be refreshed.
Officer #4	Would a 20mph limit where the dwellings are located make sense, especially considering the lack of footways	Speed surveys indicate good compliance of the 30mph signed limit, with only 0.9% of vehicles exceeding the limit and only 0.1% (east) and 0.3% (west) exceeding the enforcement limit. Mean speeds were recorded as 19.56mph (east) and 17.95 (west). 85 th percentile speeds were recorded at 24mph in both directions. This value shows the speed at which 85% of all vehicles are travelling less than so it indicates the speed that the majority of drivers feel comfortable to drive at for the location. As 85% of drivers are driving at or below the posted speed limit, the limit is working well with most drivers. In light of the concerns from residents, and following a late request from members, the suggestion to reduce the 30mph limit to 20mph is included in the decision session report as an addition to the scheme. The reduction of the 60mph limit to 40 on the lead-in into the residential area is approved for delivery and is likely to result in reduced entry speeds into the current 30mph section.

2. External responses / concerns

Respondent	Comment	Officers Response
Resident #1	I thought the consultation letter from CoYC was well written, well researched and I found myself in total agreement with the contents and the proposals for improved road signage.	Comments noted.
Resident #2, Black Dike Lane	<ol style="list-style-type: none"> 1. The signs are welcome. We think an 'Unsuitable for HGVs' should be at both ends of the Lane, covering the Lane where there is no footpath at least. 2. The Lane should be 20mph. We live near the bend and there has been screeching of brakes on the bend when two cars travel in opposite directions at a combined speed of say 50 to 60 mph. We have recovered crash debris at the bend but never witnessed one (yet). The suggested vegetation cut back will soon grow again so that is no solution. 3. We walk the Lane on a daily basis. Most cars slow down to 20mph or so when they see a pedestrian. Some do not, and we have felt in danger. There are at least two houses where the residents are wheelchair bound. Others where the residents are in their 80s. It is safe most of the time but we feel a 20mph limit would reinforce the danger to the drivers. It would also be picked up on their satnavs. It is satnavs that bring a lot of cars at peak times down the Lane, and if the computer systems show it to be 20mph then it might just prevent the autopilot kicking in for some, and their dashboard will show it. 	<ol style="list-style-type: none"> 1. Providing a sign to advise that the route is unsuitable for HGVs has been proposed for the entry into Black Dike Lane from A59 to deter larger vehicles entering Black Dike Lane, as desired by residents. A sign could be installed at the Station Road junction but would need to be carefully positioned to be visible on the approaches. 2. See response above. Officers are recommending that introduction of a reduced speed limit is included in the proposal. 3. The comments are noted. The numbers of vehicles and pedestrians both tend to be low, although it is recognised that there is usually an increase of traffic during peak times, so the risk of conflict is low. The measures should serve to encourage more appropriate use of the lane by motorists. <p>It is not confirmed how much satnavs influence the use of Black Dike Lane. It is more likely that motorists are aware that an alternative route is available through Poppleton to reach the A1237 without having to queue, so requesting a change to</p>

		<p>satnav instructions may have limited benefit. This will be explored further.</p>
<p>Resident #3 The Green, Hodgson Lane (access off Black Dike Lane)</p>	<p>Generally we agree with most proposals you have identified, however as requested we have a number of comments on the information supplied as follows:</p> <ol style="list-style-type: none"> 1. We were very disappointed to hear original meetings and petitions were raised (with councillor involvement) to propose a number of changes to vehicular access to Black Dike Lane. This was undertaken unofficially and without our [and our neighbours] knowledge. It seems very un-democratic not to ensure all parties with vehicular access to Black Dike Lane are notified and given the chance to make representations. Subsequent to this I believe the Parish Council made attempts to inform all the village of this issue. 2. To prohibit left turns from the A59 on to Black Dike Lane would be very inconvenient and not acceptable to us. This would require us to make numerous daily detours down Hodgson Lane and Station Road and encounter busy traffic and pedestrians in the village green area. 3. Replace verges with footway. This suggestion is completely unacceptable to us as this would prevent the use of our only garage which fronts Black Dike Lane. In our 25 year experience living here there are very few pedestrians using Black Dike Lane and those that do, step clear of the road onto grass verges when 	<p>The resident generally supports the proposed measures.</p> <ol style="list-style-type: none"> 1. The petition was raised by residents and presented to the council by members. It is unclear why the resident was not included at the time. The process of review and option consideration is a standardised part of the feasibility stage. Residents and wider stakeholders have been afforded the chance to comment on a range of items as part of the formal consultation exercise. Their views and feedback are being presented as part of this report to the Executive Member. Residents are also able to make representations at the public meeting in due course. <p>In addition, it is understood that ward members have been in regular communication with residents and have represented their views in discussion with officers. The PC have not offered any response to the consultation, other than a former member stating that he is fully supportive of the recommendations.</p> 2. The option to prohibit left turns into Black Dike Lane is not supported by officers due to the negative impact it would cause to residents.

	<p>traffic approaches in a sensible manner. We note that this suggestion is not being progressed.</p> <p>4. In our experience the blind bend on Black Dike Lane with poor visibility can inherently act as a speed deterrent with most vehicles slowing to navigate this area. The proposals documented can only help the situation.</p> <p>On the whole as residents we agree with the proposed works to signs and road markings with reference to our comments above.</p>	<p>3. The proposal to convert verges fronting properties into footway is not supported by officers and is therefore not being considered further. The comment about pedestrians is noted and supports the view and observations of officers.</p> <p>4. The comment about the bend is also noted and supports the view of officers that the road layout helps to govern / manage the speed of vehicles and keeps the speeds down to an acceptable limit.</p>
Resident #4 Manor Close	<p>1. I consider your argument against reducing the speed limit to be circular in nature and therefore invalid. "The speeds recorded demonstrate that motorists consider the signed 30mph limit to be appropriate." I don't know how motorists would independently know what's appropriate: I would suggest that they are simply complying with the speed limit, on the assumption that 30mph has been deemed appropriate by yourselves.</p> <p>"..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". Can we all drive at whatever speed we consider appropriate on any road, regardless of the speed limit? There are lots of 20mph speed limits in York; I make it my business to comply with them all, even if I might think it safe to drive faster. It's up to Highway authorities like yourself, in conjunction with residents, to determine what speed is appropriate.</p>	<p>1. Speed surveys indicate good compliance of the 30mph signed limit, with only 0.9% of vehicles exceeding the limit and only 0.1% (east) and 0.3% (west) exceeding the enforcement limit. Mean speeds were recorded as 19.56mph (east) and 17.95 (west).</p> <p>85th percentile speeds were recorded at 24mph in both directions. The 85th percentile speed defines the speed that 85 percent of drivers will drive at or below under free-flowing conditions. Most people don't drive according to the posted speed limit, but account for the visual aspects of the road and a 'feel' for the road. The visual factors that influence speeds can include:</p> <ul style="list-style-type: none"> • Lane and shoulder configurations and widths • Presence of vertical and horizontal curves • Sight distance and obstructions

	<p>2. In addition to the dangers of speeding traffic on the bend in Black Dike Lane, and to pedestrians (especially young children and the elderly) at any point on the road, I would suggest that the junction with Manor Close is another point of high risk. When driving out of Manor Close, I have a very limited view, especially to the right. I therefore drive forward very slowly until I can see clearly. Occasionally a vehicle on Black Dike Lane will be approaching at the full 30mph (by my estimation): having pulled out a short distance, I then have to apply the brakes harshly to avoid a collision. It would only require a small misjudgement on the part of either driver to cause a collision.</p> <p>3. I dislike the argument that there were no recorded injuries during a 3-year period. It would be good to keep it that way, and to increase the margin of safety. We do not want to wait for an accident to happen before precautions are taken.</p>	<ul style="list-style-type: none"> • Presence of surrounding developments to the roadway <p>The fact that the recorded 85th percentile speed is lower than the signed limit indicates that the signed limit is appropriate.</p> <p>Officers are recommending that introduction of a reduced speed limit is included in the proposal.</p> <p>The reduction of the 60mph limit to 40 on the lead-in into the residential area is likely to result in reduced entry speeds into the 30mph section.</p> <p>2. The arrangement at the junction with Manor Close is not as bad as the resident claims. Visibility is adequate to allow vehicles to pull out onto Black Dike Lane safely, although due care should always be taken.</p> <p>3. The accident record on Black Dike Lane is currently not a concern. No amount of road safety intervention will make a road 100% safe, but the aims are to improve safety as far as is practicable.</p>
Resident #5 Manor Close	<p>1. Speed - although we haven't got the equipment to measure vehicle speed along BDL, through our very regular use of the Lane, both as pedestrians and drivers, we have experienced meeting vehicles at speed particularly on the bend. Whilst your survey suggests the speed limit isn't being regularly broken, 2 cars meeting at 30MPH on the bend presents an increased risk of injury over a 20 MPH. A 30MPH</p>	<p>The resident generally supports the proposals.</p> <p>1. Comments as above re: recorded speeds and 20mph proposal. The proposals will serve to highlight the bend and to manage the speeds better. The road layout and environment also serve to manage speeds. Officers are recommending that</p>

	<p>accident with a pedestrian presents an 8% risk of fatality, as opposed to a 1.5% at 20 MPH. So consequently we would support a 20 MPH limit, even if only in approaching, in both directions, the bend.</p> <p>2. Accidents - comments as above.</p> <p>3. Traffic Flows - anecdotally, traffic seems to have increased markedly since the initial concerns were raised 2 years ago. This has partly been as a result of the now 4 times hourly train service through the village, causing cars to use BDL as an alternative to Station Road. Traffic on the A59 also impacts on the flows as does school pick-up and drop off and rush hour traffic. All appear to have increased in volume over the past 2 years. It is clear that Sat Nav's are directing vehicles down BDL at peak times. We have both witnessed cars going straight across BDL to Long Ridge Lane i.e. not giving way. It's only by luck that there has not been a serious accident. My guess is these cars are unfamiliar with the roads and are being lead by Sat Nav's. It needs to be stressed this is a single track Road and is not designed for this use. We would therefore support any plans to prohibit left turns from the A59.</p> <p>4. Access restrictions - we support your proposals outlined.</p> <p>5. Other factors - we support your proposals outlined.</p>	<p>introduction of a reduced speed limit is included in the proposal.</p> <p>3. The accident record on Black Dike Lane is currently not a concern. No amount of road safety intervention will make a road 100% safe, but the aims are to improve safety as far as is practicable.</p> <p>4. The recorded traffic data shows what the traffic flows were at the time of the survey, and is the data used in the review. It does not give historical data.</p> <p>The numbers of vehicles and pedestrians both tend to be low, although it is recognised that there is usually an increase of traffic during peak times, so the risk of conflict is also low. The measures should serve to encourage more appropriate use of the lane by motorists.</p> <p>It is not confirmed how much satnavs influence the use of Black Dike Lane. It is more likely that motorists are aware that an alternative route is available through Poppleton to reach the A1237 without having to queue, so requesting a change to satnav instructions may have limited benefit. This will be explored further.</p> <p>The road markings at Station Road junction were badly faded and have recently been remarked – this should reduce the risk if vehicles not giving way as required. The proposed Give Way sign will reinforce this message.</p>
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<p>Resident #6 Black Dike Lane</p>	<p>It is pleasing to know that low-level improvements have been made to improve signage etc.</p> <p>Within your letter you mention an option to prohibit left turns from A59 onto Black Dike Lane. I think this is a fantastic idea which would not dramatically impact on residents of Black Dike Lane or Poppleton whilst significantly reducing vehicles attempting to rat-run through the village onto the A1237. Can you please clarify if this option will be implemented as I don't think it is shown on your sketch.</p> <p>Whilst we appreciate surveys have been completed for traffic flow, in our opinion, the volume of traffic is excessive. Quite often we will witness 8 to 10 vehicles consecutively driving along Black Dike Lane from A59 which is totally ridiculous considering that children and residents can be walking alongside the vehicles, not to mention horses and farming vehicles.</p>	<p>The left turn ban from A59 is not supported by officers or members, and does not form part of the proposed measures, although could offer a reduction the number of vehicles entering BDL. Such a proposal would require a TRO which will need to be advertised and approved.</p> <p>The occurrence of groups of vehicles will always be a possibility. This cannot be prevented. The numbers of vehicles and pedestrians both tend to be low, although it is recognised that there is usually an increase of traffic during peak times, so the risk of conflict is low. As noted by other residents, pedestrians are able to step clear of the road onto grass verges when traffic approaches.</p>
<p>Resident #7 Black Dike Lane</p>	<p>1. We would like to express our concern about the amount of traffic using our single track lane as a main thoroughfare particularly during the hours of 7 am until 9.30 am and 4 pm until 6pm weekdays, at anytime over weekends, all day during Bank Holidays or when there is queuing traffic on A59 York bound. This has been exacerbated by the level crossing closure four</p>	<p>1. Black Dike Lane is a public highway so vehicles are entitled to use it. The aim of this project is to manage the size of vehicles entering BDL and the speed at which all vehicles travel, as well as reinforcing the existing restrictions and measures.</p>

	<p>times per hour at Poppleton station and the introduction of lights for the Park and Ride at Northminster Business Park.</p> <ol style="list-style-type: none"> 2. Both Light and Heavy Goods vehicles are taking advantage of their satellite navigation systems to use Black Dike Lane in both directions to cut through the village to avoid the queues on ring road (these vehicles are not delivering to either Upper or Nether Poppleton as local delivery firms know how narrow Black Dike Lane is). 3. With regard to speed and traffic flow we would like to ask the police when their figures were obtained? A visit to the lane during the hours mentioned as well as the loan of a speed gun to the residents to confirm or amend their figures would be appreciated. 4. With regard to accidents there have been a number at the crossroads with Station road which have been documented and photographed by residents and whilst assuming there were no injury accidents please note there is a livery yard with horses and riders using the lane as well children walking and cycling to school and wheelchair users (known to be four). 5. The issues surrounding traffic flow were highlighted when the MP and then council Executive Member at that time met in the lane when the Park and Ride was proposed (correspondence available). 	<p>Queuing does occur from the Station Road/P&R junction particularly at peak times, and this can lead to vehicles detouring down Black Dike Lane. A left turn prohibition would go some way to preventing this, but this does not form part of the current proposal and is not supported in general.</p> <p>The traffic data was obtained at the time of the speed survey and was recorded over the period of a week. Details are provided in the study report. The data indicates that in general traffic volumes are low.</p> <ol style="list-style-type: none"> 2. It is not confirmed how much satnavs influence the use of Black Dike Lane. It is more likely that motorists are aware that an alternative route is available through Poppleton to reach the A1237 without having to queue, so requesting a change to satnav instructions may have limited benefit. This will be explored further. 3. The speed survey was undertaken over a period of a week, 24/7, so recorded the speeds of all vehicles which travelled down Black Dike Lane during the survey period. The data was triaged by North Yorkshire Police who recommended no further action. <p>Residents can request a community speed watch through North Yorkshire Police. Given that the Police do not consider there to be a speed issue at</p>
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	<p>6. Therefore, we would suggest that a Residents only access is considered during the peak traffic flow times (see above) and a complete ban on HG vehicles is implemented (the CO-OP complied with this when trading in the village). A flashing speed light with a maximum speed of 20 mph should be installed near the one street light - there is no way the bend in the lane is appropriate for a speed limit of 30 mph.</p>	<p>Black Dike Lane, it is unlikely that they would support this action.</p> <p>4. Station Road is beyond the scope of this project. Action has already been taken to refresh the give way markings at the Black Dike Lane junction and additional measures are proposed to highlight the need to give way. Horses are known to use Long Ridge Lane to access fields there – Long Ridge Lane has no better facilities for horse riders yet no concerns are being raised about this.</p> <p>5. The conditions currently being experienced are very different to those during the construction of the P&R site, A1237 roundabout and Station Road signals junction. The actions taken at the time have been noted.</p> <p>6. The weight restriction applies to the whole village and permits access to any street in the village for vehicles over the 7.5t limit if access is required. A complete ban would not be appropriate and would displace such vehicles onto other roads. The measures aim to limit the type of vehicle using Black Dike Lane The criteria for a vehicle activated sign (VAS) would not be met at this location. Adequate signage is to be provided to further highlight the bend.</p>
Resident #8 Station Road	<p>1. We support the proposals especially the new Give Way sign at the junction with Station Road. Please see the email I sent to Highways following one of the more serious accidents we have seen here since we moved</p>	<p>1. Comments noted. The road markings were refreshed following receipt of a complaint. The introduction of the new give way sign will reinforce this.</p>

	<p>into our house in October 2020. The Highways Department quickly repainted the lines following this accident and that has helped.</p> <ol style="list-style-type: none"> 2. The proposed vegetation being cut back will need to be done on a regular scheduled basis not just a one off to be effective. 3. The safety at the junction isn't helped by inconsiderate parking too close to the junction in both Station Road, Long Ridge Lane and Black Dike Lane and perhaps you could look at ways to protect the junction as part of this. XXXX recently had a near miss turning left into Black Dike Lane from Station Road when the car coming up BDL didn't see XXX because of the restricted view caused by parking too close to the junction. 4. Unfortunately, Google Maps and directions given to drivers using it are compounding the problem and directing drivers off the A59 onto Black Dike Lane because it is a few metres shorter or seconds quicker than using Station Road. Unfortunately, Google is saying it's not their problem https://support.google.com/maps/thread/151710086/is-it-possible-to-mark-a-road-not-suitable-for-a-hgv-trucks-on-google-maps-to-a-place-of-business?hl=en contact your local authority. Perhaps it would be a good idea for the Local Government Association to try to get Google to be more responsible and stop directing traffic down inappropriate roads just on the basis of time saved. The NHS driver (who didn't know 	<ol style="list-style-type: none"> 2. The hedge will be cut back as part of this project. As the overgrown hedge is under private ownership, future maintenance of the hedgerow will need to be pursued by Highway Regulation to avoid obstruction of the highway. 3. Introducing waiting restrictions at the Station Road / Long Ride Lane / Black Dike Lane junction is not something considered as part of this scheme. Vehicles should not park within 20m of a junction. A recommendation will be put to Highway Regulation to consider introducing waiting restrictions at the junction. 4. It is not confirmed how much satnavs influence the use of Black Dike Lane. It is more likely that motorists are aware that an alternative route is available through Poppleton to reach the A1237 without having to queue, so requesting a change to satnav instructions may have limited benefit. The measures being proposed at the A59 should deter unsuitable vehicles from using Black Dike Lane.
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	<p>the area well) in the accident below said at the time “I only came along here because Google directed me”.</p>	
<p>Resident #9 Black Dike Lane</p>	<ol style="list-style-type: none"> 1. We have lived on Black Dike Lane for more than 30 years and feel well placed to comment on the report. As noted traffic volumes are very low, outside the peak there are long periods when there is no traffic so any measures need to be proportionate. We feel the report recommends a good well balanced approach for the conservation area and residents which we are happy to support. Our comments below are written to support the recommended approach :- 2. Speed - Traffic volumes are very low but we understand the compliance issues associated with introducing a 20mph speed limit. However, on balance we feel a 20mph will encourage safer driving in the conservation area and help address safety concerns of some of our neighbours. The biggest safety risk for cars and pedestrians is the blind bend on the single lane section of Black Dike Lane, reducing speed and visibility would help improve safety. 3. Traffic - Recent deliveries, 2022/23 for new house building/renovation work on Long Ridge Lane, Manor Close and Black Dike Lane may have influenced residents perspective that the number of large commercial vehicles has increased recently. 4. Footpath - Happy that there is recognition that a footpath immediately abutting properties would not be appropriate. There would be a big safety risk for pedestrians when we open our windows for ventilation, 	<ol style="list-style-type: none"> 1. The comments of support are noted. 2. Comments re: speed and suggested 20mph limit are as above. Ditto comments about the bend. 3. The number of goods vehicles serving the recent construction work may have influence residents' views. Under the current restrictions, such vehicles have a right of access. 4. The footpath and privacy comments are noted and acknowledged by the study. 5. The comments about proposed footpath construction adjacent the property are also noted.

	<p>cleaning and maintenance. We have already added blinds to prevent pedestrians seeing into our lounge, if a footpath was built immediately abutting our property the blinds would need to be kept fully closed to avoid being overlooked and would cause a significant loss of privacy. Also this would remove any natural light from the front of the property.</p> <p>5. Engineering issues- There are engineering issues related to our property that we feel are worth adding to the report. This could result in damage to our property and potentially require costly underpinning work.</p>	
<p>Resident #10 Black Dike Lane</p>	<p>1. Speed. The limit along the residential section of the lane really should be 20mph, not 30mph, in fact in my opinion, knowing the lane, 30mph is reckless. I disagree that compliance of a 20mph limit would be less. I am suggesting that some drivers travel at 30mph because the signs say they are allowed to! I have monitored the speed I travel in and out of the lane and note that through the residential section I do not go over 20mph, partly out of respect for my neighbours and also for obvious safety reasons!</p> <p>Another point to consider is that if drivers know the limit is 20mph, just perhaps some will be less likely to cut-through to avoid queues at the outer ring road island and/or being stalled by a train crossing Station Road.</p> <p>Seeing around the bend is of course an issue and a slower speed allows more time to react to an oncoming vehicle.</p>	<p>1. Speed surveys indicate good compliance of the 30mph signed limit, with only 0.9% of vehicles exceeding the limit and only 0.1% (east) and 0.3% (west) exceeding the enforcement limit. Mean speeds were recorded as 19.56mph (east) and 17.95 (west). 85th percentile speeds were recorded at 24mph in both directions. The 85th percentile speed defines the speed that 85 percent of drivers will drive at or below under free-flowing conditions. Most people don't drive according to the posted speed limit, but account for the visual aspects of the road and a 'feel' for the road. The visual factors that influence speeds can include:</p> <ul style="list-style-type: none"> • Lane and shoulder configurations and widths • Presence of vertical and horizontal curves • Sight distance and obstructions • Presence of surrounding developments to the roadway

	<p>2. Traffic Flows. I strongly object to the idea of prohibiting left turns onto the lane from the A59. Being a resident is an obvious reason why! (If that were to happen it adds to problems elsewhere as well)</p> <p>3. Vegetation Management. Looking at the map provided, it is very important to make sure that the vegetation/hedge row at the actual bend (across from Glenville and Shellwood) is controlled as well as the section prior to the outward bend sign. When it is overgrown it is not possible to glimpse oncoming traffic.</p>	<p>The suggestion to reduce the 30mph speed limit to 20mph is included as an option in the decision session report.</p> <p>The proposals aim to highlight the bend and raise awareness to drivers so that they take due care.</p> <p>2. Prohibiting the left turn manoeuvres from the A59 is not supported by officers and does not form part of the proposed scheme. It has little support from residents.</p> <p>3. As the overgrown hedge is under private ownership, future maintenance of the hedgerow will need to be pursued by Highway Regulation to avoid obstruction of the highway.</p>
<p>Resident #11 Black Dike Lane</p>	<p>You asked for our views on the idea of reducing the speed limit to 20 mph along the residential part of the lane. We think this would help with the general calming of the traffic as it comes along the lane. We have witnessed quite a lot of "near misses" at the blind corner in the lane, which, as you say, go unreported. Accidents there have only been avoided by vehicles mounting the grass verges or gardens/drives of residents, sometimes at speed. Slower vehicles would be able to take avoiding action in a more controlled fashion.</p> <p>We are interested in your "average morning peak flows" and "average evening peak flows" and wonder to what the length of time (morning or evening) these numbers refer.</p>	<p>Comments as above re: 20 mph limit.</p> <p>The lane is single width so vehicles will need to use the verge to pass each other. Passing places are currently not provided.</p> <p>The traffic data was recorded over a week as part of the speed survey and provides an indication of the traffic volumes throughout the day for each day. The peak periods are the usual rush-hour spells. The "rat-running" to avoid queuing has been acknowledged in the study report.</p>

	<p>Some mornings when there is a queue on the A59 heading towards the ring road we have witnessed a very significant number of vehicles in just a few minutes.</p>	
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