

Date: Thu, Dec 8, 2016 at 2:41 PM
Subject: A19 speed limit through Escrick village

Dear Helen,

Thank you for your email dated 24 November 2016. Could you please pass the response below to your Chairman Richard Rowson.

Many thanks.

Denise Horseman

Leadership Support Officer to Barrie Mason

Dear Mr Rowson

Thank you for your letter dated 15 November 2016, received on 24 November, about the speed limit on the A19 through Escrick Village. The request to reduce the existing speed limit from 40mph to 30mph has been considered in accordance with the adopted Speed Management Protocol although I recognise that you remain dissatisfied with the outcome. In this letter I have aimed to provide you with a more detailed response. The setting of a successful speed limit is a technical matter governed by much research and guidance by the Department for Transport. All of the following documents (all are free for download from the internet) are used by NYCC as reference in that process, all these documents are now intrinsically linked:-

- Department for Transport (DfT) Circular 01/2013 'Setting Local Speed Limits'
- DfT Traffic Advisory Leaflet (TAL) 1/04 'Village Speed Limits'
- Current NPCC (ACPO) Speed Enforcement Policy Guidelines (2011-2015: 'Joining Forces for Safer Roads')
- DfT TAL 2/06 'Speed Assessment Framework'

You correctly point out that it does state in government guidance that a 30mph speed should be the norm in villages. However guidance does suggest a definition of a village, which should be based on simple criteria relating to frontage development and distance, as shown below: -

- 20 or more houses
- A minimum length of 600 metres

But the guidance also provides important key factors that should be taken into account by the local highways authority, these are:-

- History of collisions
- Road geometry and engineering
- Road function
- Composition of road users
- Existing traffic speeds
- Road environment

Please note that for the period of time covered by the Speed Management Protocol assessment none of the recorded collisions in this location are speed related. In addition an area of concern, a hotspot such as you highlight being at the junction, is not a reason in itself for a speed limit.

Research has shown that speed limits on their own have very little impact on driver perception of the appropriate speed. Drivers generally travel at a speed which they perceive to match traffic conditions and according to other factors, such as the road environment, the weather, parked vehicles, number of junctions and pedestrian movements. The road environment is one of the main key factors. The aspect from a driver's point of view, when travelling along the A19, is relatively open, with residential property on the eastern side and only three premises visible on the western side. Very few properties have vehicular access direct on to the A19, therefore the development on the A19 in parts is relatively sparse and the perception for drivers is not one of driving through an urban area and drivers perceive that there is not the level of hazards that would be associated with a 30mph speed limit.

As you are aware some road safety engineering measures are already in place in Escrick village. There are two Vehicular Activated Signs, 40mph repeater signs and roundels and central islands. Physical engineering measures such as speed cushions and chicanes would not be considered appropriate due to the type and volume of traffic and associated noise/vibration intrusion. However it is acknowledged there could be a benefit from providing measures such as extra signing to advise of pedestrians crossing at the crossing point.

The County Council recognises the Parish Council's desire to reduce the current speed limit to 30mph however guidance suggests that such a limit is likely to fail and compliance would be problematic.

North Yorkshire Police, whom the County Council has a very close working partnership with when dealing with speed issues will object to any reduction in the speed limit that fails to comply with the guidance as the objective of any speed limit is to achieve acceptable levels of driver compliance commensurate with that limit, not to create a platform for enforcement. In conclusion when setting speed limits, it is necessary to follow the published guidance to ensure that speed limits are appropriate for their environment, are effective and gain police support, should enforcement be necessary.

I have asked the local area highways team to arrange a site meeting with representatives from the Parish Council and North Yorkshire Police to discuss the matter and someone from the local office will be in touch with you shortly to make the arrangements.

I trust I have answered your enquiry in more detail.

Yours sincerely

BARRIE MASON

Assistant Director

Highways and Transportation