



# MONK FRYSTON PARISH COUNCIL

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## LETTER BY EMAIL TO:-

Cllr Don Mackenzie (Executive Member for Access, including highways)  
[cldr.don.mackenzie@northyorks.gov.uk](mailto:cldr.don.mackenzie@northyorks.gov.uk)

## COPY BY EMAIL TO :-

Cllr Carl Les (Leader of NYCC) [cldr.carl.les@northyorks.gov.uk](mailto:cldr.carl.les@northyorks.gov.uk)  
Cllr Chris Pearson (NYCC County Councillor) [cldr.chris.pearson@northyorks.gov.uk](mailto:cldr.chris.pearson@northyorks.gov.uk)  
Cllr John Mackman (SDC District Councillor) [jmackman@selby.gov.uk](mailto:jmackman@selby.gov.uk)

**Dear Cllr Mackenzie (cc Cllr Les),**

I write on behalf of Monk Fryston Parish Council.

Thank you for your email of 6th December 2021, responding to our letter of 29th November, in relation to our support for the **20s Plenty** campaign.

Whilst we understand and appreciate that you have received similar messages from many parish and town councils and have issued a 'blanket' response, we would very much appreciate a more bespoke response which focusses on the Monk Fryston-specific nature of our letter.

In our letter, we provided a lot of Monk Fryston-specific justification for our support of the **20s Plenty** campaign, but these specificities have not been answered. For example, we highlighted that our village has no physical traffic calming measures or pedestrian-friendly features. We highlighted the large traffic volume recorded by our Vehicle Activated Signs (VAS). We highlighted the recommendations of the recent Conservation Area Appraisal, and we mentioned damage to buildings caused by HGVs travelling through the village.

It is in this specific context that we support the **20s Plenty** campaign and believe that a lowering of the speed limit in Monk Fryston would be beneficial on a number of fronts.

We would very much appreciate a specific (rather than blanket) response, and we warmly welcome you to visit Monk Fryston and observe the current difficulties faced by pedestrians and the overall impact on the village of the current road situation.

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*Chair - Mrs S Woodhall, The Shire, Priory Park Grove, Monk Fryston, Leeds, LS25 5EU*

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Please allow us to respond to some of the points made in your email of 6th December:

- You mentioned that your new policy will have a focus “particularly around schools”. Our village’s primary school would welcome a speed limit reduction to 20mph in the vicinity of the school, and the headteacher has expressed to me his support for the **20s Plenty** campaign. However, studies into the impact of such policies have questioned their effectiveness. A Transport for London study, for example, found that the mean radius of school safety zones is just 300m, while the mean distance travelled to school is 1.8km, meaning that the safety zone applies to just 17% of the journey. This aligns with our local knowledge. Families in Monk Fryston report driving their children to school instead of walking/cycling, due to safety concerns related to the A63, and the extreme difficulties faced when attempting to cross the A63 during rush hour.
- Your letter stated “20mph speed limits or zones must be self-enforcing either by formalising existing behaviour or through the introduction of physical measures, where possible”. Existing driver behaviour is undoubtedly influenced by the current speed limit (30mph), and there does appear to be evidence available that doesn’t support your claim of existing low speeds or physical measures being necessary. For example, Portsmouth City Council was the first local authority in England to implement an extensive area-wide 20mph speed limit in residential areas. According to a Portsmouth City Council report, “At the sites monitored with higher average speeds before the scheme was introduced, there were significant reductions in average speeds. For example for the group of sites monitored with average speeds of 24 mph or more before the scheme was introduced, the average speed reduction was 6.3 mph.” These real-world findings contradict your assertion regarding formalising existing behaviour or necessitating physical measures. We would welcome a balanced and evidence-based discussion on this topic.
- You mentioned that the introduction of 20mph speed limits would incur “significant financial investment, as well as future maintenance costs”. We don’t doubt that a speed limit change would cost money to install, but investing in road safety and improvements to the village’s environment and conservation is precisely what we are proposing. We are also unclear as to why/how the ‘maintenance costs’ would be dissimilar from the current maintenance of 30mph speed limits. We also suggested in our previous letter that NYCC may seek grant funding for the project.
- You mentioned that a key consideration is the “personal injury collision record”. We completely agree that this should be a key consideration. However, we would also like to highlight that feedback from our village community suggests that residents modify their behaviour in such a way to avoid personal injury (as is human nature). Residents drive their children to school instead of walking, residents avoid cycling in the village, and residents avoid attempting to cross the A63 during peak times. Essentially, we feel that Monk Fryston residents’ quality of life is negatively impacted

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by the current road situation, forcing our community to make unhealthy and inconvenient choices to avoid the dangers of being a pedestrian.

As previously stated, we very much welcome a dialogue on this matter and you are more than welcome to visit our village to observe the challenges we face. We would also be happy for Monk Fryston to be used as a test-case / guinea pig for a North Yorkshire study into the benefits of 20mph speed limits in residential areas.

Kind regards,

**Cllr Matt Burton Monk Fryston Parish Council**

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