

Monk Fryston Parish Council

NOTICE OF MEETING

I hereby give notice that a meeting of the Parish Council of the above-named Parish will be held at the Community Centre, Old Vicarage Lane on Tuesday 18 April 2023 at 7.30pm.

All members of the Council are hereby summoned to attend for the purpose of considering and resolving upon the business to be transacted at the meeting. Dated this 12th April 2023

AGENDA

Item		Lead
1	a To record apologies for absence not given in advance of the meeting b To receive apologies for absence given in advance of the meeting c To consider the approval of reasons given for absence	
2	a To receive declarations of interest b To receive early verbal notice of any Councillor's intention to raise amendments to motions on the agenda as per Standing Order 1g.	
3	Confirmation of Minutes a To confirm the Minutes of the Meeting held on 21 March 2023	
4	Residents Issues (15mins allocated to receive residents representations to the Council) a The state of the pathway at the bend on Ingethorne Road (Green Lane)	
5	Planning 1) To agree consultation responses to the following planning proposals: a Application for the purposes of the retrospective application for the erection single storey 6 No. office cabins on land at Betteras Hill Quarry, Brotherton Road, Monk Fryston, Leeds, LS25 5HD 2) Decision notices received a None received	Chair
6	Finances a Authorised payments since last meeting: 1 Bank Statement to 31 March refers (issued under separate cover). b Current Account Current Account as Statement to 31 March 2023	Clerk
		£21,791.38

Monk Fryston Parish Council

Item		Lead
	<p>Previous Balance £24519.35</p> <p>Cash received £291.07</p> <p>Cheques issued and cleared £3019.04</p> <p>Cheques not cleared £130.00</p> <p>Cash available when all cheques cleared £21,661.38</p> <p>c Savings Accounts</p> <p>Yorkshire Bank £19,213.33</p> <p>Skipton BS £74,239.82</p> <p>Nationwide BS (after interest £1189.86) £72,107.90</p> <p>d Future Commitments / Income</p> <p>Liabilities as set out in Balance Sheet schedule (-) £7,260.00</p> <p>Creditors (+) £2,224.24</p> <p>Total Commitments (-) / Income (+) (-) £5,035.76</p> <p>e Cash Book</p> <p>Cash Book Balance at 10 April 2023 £21,661.38</p> <p>f Current Account / Cash Book Reconciliation</p> <p>The 'Cash available when all cheques cleared' (b above) reconciles with the 'Cash Book balance when all cheques cleared' (e above)</p> <p>g Expenditure / Budget comparison</p> <p>The comparative expenditure through to the end of March was £19,440.55 against a forecast of £22,413.00.</p> <p>h Capital Reserves Statement to 1 April 2023</p> <p>Amount ring-fenced for capital expenditure is £147,203</p> <p>Amount ring-fenced for CIL expenditure is £5,128</p> <p>Remaining reserve for non-capital expenditure is £20,469</p> <p>i Audit Control</p> <p>Councillors to confirm that they are satisfied that the above demonstrates that the PC is maintaining an effective system of audit and control including taking account of commitments and liabilities as required by the annual audit.</p>	
7	Clerks Update	Clerk
	<p>a Cllr Geldard has completed his acceptance of office declaration</p> <p>b The AGAR documentation has been received from the external auditors</p> <p>c The Terms of Reference have been amended as determined at the last meeting</p> <p>d The Clerk has been given a tutorial on a commercial accounting and financial reporting system (Scribe) specifically tailored to the requirements of parish council's. The Clerk would recommend it's use if the PC is so minded. After an</p>	

Monk Fryston Parish Council

Item		Lead
	initial set up fee of circa £200 there would be an annual fee of circa £400.	
8	Motions (<i>in bold italic</i>)	Chair
	<p>a <i>To make payments in accordance with payments schedule</i> (issued under separate cover)</p> <p>b <i>To agree the end of year Receipts and Payments and Debtors and Creditors statements setting out the PC's financial position at the financial year end.</i> Statements issued under separate cover</p> <p>c <i>To approve the pedestrian crossing letter and supporting reports/documentation, and to take the following action:</i> <i>a) Email the letter and supporting documents (as a single, consolidated file) to Councillor Tim Grogan and Councillor Keane Duncan</i> <i>b) Mail a hard copy of the letter and supporting documentation (as a single, consolidated report) to Councillor Tim Grogan and Councillor Keane Duncan (to the postal addresses available on the North Yorkshire Council website)</i> <i>c) Publish the letter and supporting documentation on the Parish Council website</i> Documents issued under separate cover</p> <p>d <i>To remove the bench from the Southern end of the green at Chestnut Green and to decide on it's future deployment.</i></p> <p>e <i>To agree the purchase by the Planting group of plants for the planters within the sum of £500</i></p> <p>f <i>To agree to the purchase of small sundry items for use by the Road Safety Working Party within a sum of £50</i></p> <p>g <i>To identify any items requiring repair and / or maintenance and to agree appropriate action</i></p>	
9	Discussion Items	Chair
	<p>a Residents issues received under item 4</p> <p>b Addressing anti-social behaviour at Chestnut Green - considering installing notices, restricting hours of use, locking of gates and imposing by-laws</p> <p>c The response received from the resident following the PC's letter about the state of the footpath between Old Vicarage Lane and Church Lane (email 23.3.23 refers)</p> <p>d The response received from the Police and Fire Commissioner to the PC's letter about a disaster plan for pending sub station developments at Rawfield Lane. Email 4.1.23 refers</p>	
10	Updates on actions agreed at previous meetings	
	<p>a The adhoc vegetation growth on the A63 railway bridge</p> <p>b Footpath along the side the Foundation Field</p> <p>c The request for a loan from the Cricket Club</p> <p>d Footpath to Church Lane submissions</p> <p>e Active action list</p> <p>f Fryston Common Lane resurfacing request</p> <p>g Lack of dropped kerb on Water Lane</p>	<p>Clerk</p> <p>Cllr SW</p> <p>Cllr NS</p> <p>Cllr SW</p> <p>Cllr BH</p> <p>Clerk</p> <p>Clerk</p>

Monk Fryston Parish Council

Item		Lead
	h Bridge falling debris incident	Clerk
	i Skipton Building Society account	Clerk
	j PC Debit card application	Clerk
	k TRO for Fryston Common Lane	Clerk
	l Involving the school in a design for a new 'coat of arms'	Cllr SW
	m Planning application for MUGA	Cllr NS
	n Street lighting cost saving measures	Clerk
	o Cost assessment for repair of bench at Battersby's roundabout.	Cllr NS
	p Damage to path alongside Community Centre	Clerk
	q Insurance claim for planter damage.	Clerk
	r Complaint about parking obstructing the footpath opposite The Crown.	Clerk
	s Complaint about the presence of the container at the Community Centre.	Clerk
	t Complaint about late night anti social behaviour on the green at Chestnut Green.	Clerk
	u Review of the PC's risk assessment policy.	Clerk
	v New PC notice board	Clerk
	w Painting of the railings on the Mount.	Clerk
	x Criteria supplied by NYCC for A63 crossing information to be reviewed	Cllr SW
	y Research current market interest rates	Clerk
11	Committee and Group updates	Various
	a Burial Committee.	Cllr SW
	b Planting Group	Cllr SW
	c Road Safety Working Party	Cllr SW
	d Highways and Footpaths Group	Cllr SW
	e Comms Group	Cllr MB
	f Quality Council Foundation Status	Cllr BH
	g Policies and Procedures Group	Cllr BH
12	Correspondence	
	POST IN	
	a HMRC Paye notice of JBC Clerk's tax code for new financial year	
	b Nationwide Building Society: year end statement	
	c Burial Committee cheque against invoices issued	
	POST OUT	
	a Invoice to JBC to cover cost of deed for transfer of ownership of cemetery	

Monk Fryston Parish Council

Item		Lead
	a Invoice to JBC for reimbursement of JBC Clerk's salary payments	
13	Items For Next Meeting	All
	a Items to be with Clerk before 6 May for next meeting on 16 May	

**Receipts and Payment Account
For the year ended on 31 March, 2023**

RECEIPTS	2021.22	2022.23	PAYMENTS
Current Account			Current Account
Balance at 01/04/22	11,014.67	11,151.23	Asset Purchase
Precept	20,604.00	20,604.00	Audit`
VAT Reclaim	2,280.34	5,791.06	Burial Committee Precept
NYCC for grass cutting	291.07	291.07	Bank charges
Transfers from Savings Account	24,000.00		Christmas Decorations
Joint Burial Committee receipt	660.00		Clerks Salary
Joint Burial Committee receipt	158.00		Payments on behalf of Joint Burial Committee
DAC Beachcroft	125.00		Council News Letter
Swarco Traffic Limited	156.00		Electricity
Hillam PC for JBC	1076.13		Grounds Maintenance
Joint Burial Committee receipt	37.00		Insurance
Community Association	4600.00		Landscaping and Planting
Joint Burial Committee receipt	592.06		Replacement, Repairs and Maintenance
Refund of overpaid Clerk's salary		580.00	Room Hire
SDC CiL payment		5,127.55	Running Expenses
			S137 Grants and Payments
Yorkshire Bank Savings Account			Statutory Grants
Balance at 01/04/22	43156.24	19194.13	Street Lighting
Withdrawals	-24000		Subscriptions
Interest	37.89	19.20	Training
			Legal services re church lane
Skipton BS Account			Resurfacing Church Lane footpath
Balance at 01/04/22	73191.56	73723.75	Return of funds to Joint Burial Committee
Interest	532.19	516.07	Legal services re cemetery deed
			Jubilee event
Nationwide BS Account			JBC clerks salary
Balance at 01/04/22	70,618.44	70918.04	Clerks Salary overpayment
Interest	299.60	1189.86	Legal fees for Triangle lease
MF, H & BS Joint Burial Committee			Balance at 31/03/23
Balance at 01/04/22	4,417.55	4902.44	
Receipts	2,472.83	2535.18	Yorkshire Bank Savings Account
			Closing Balance at 31/03/23
			Skipton BS Account
			Closing Balance at 31/03/23
			Nationwide BS Account
			Closing Balance at 31/03/23
			MF, H & BS Joint Burial Committee
			Payments
			Closing Balance at 31/03/23
TOTAL	236320.57	216543.57	

Signed as properly presenting
the PC's receipts and payments

Date

DEBTORS AND CREDITORS 31st MARCH 2023

Debtors			
UNITY TRUST BANK CURRENT ACCOUNT	2021.22		2022.23
Current account statement 31 March 2023	£11,311.23		£21,791.38
YORKSHIRE BANK SAVINGS ACCOUNT			
Savings account statement 31 March 2023	£19,194.13		£19,213.33
SKIPTON BUILDING SOCIETY ACCOUNT			
Savings account statement 17 September 2022	£73,723.75		£74,239.82
NATIONWIDE BUILDING SOCIETY ACCOUNT			
Savings account statement 31 March 2023	£70,918.04		£72,107.90
DEBTORS			
Income -vat	£5,791.06		£893.18
Hillam PC path clearing refund	£100.00		
Joint Burial Committee			£1,331.06
TOTAL	£5,891.06	£5,891.06	£2,224.24
JOINT BURIAL COMMITTEE		£4,902.44	£5,833.22

COMMITMENTS (RESOLUTIONS etc)	
HISTORICAL	
village plan	200
girl guides grant	191.25
bench floor improvements	100
Total	491.25
THIS FINANCIAL YEAR	
mill close light repair	188.23
electrical test	543.51
litter bin	350
cleaning of bench	20
CA grass cutting grant	387.5
repair to sign	20
CA statutory grant	1500
spring planting	250
planning consult. Shelters	50
grit bin mill close	
lighting	4000
st wilfrids floodlighting	
Total	7309.24

CREDITOR (ACTUAL)	
Unbilled room hire	£37.50
initial registration of 154	
Total	£191.50
Total liabilities	£7,694.99
Total creditors	2,471.37
Commitments	5,223.62
Debtor	Value
vat	2527.94

Receipts	27572	35126
Payments	33240	33602
Liquid Assets	187687	195409
Debtors	3682	3773
Fixed Assets	56805	62141
	248174	261323
Liabilities	9480	

SCHEDULE OF PAYMENTS			Meeting	18 April 2023	
Payee	Invoice No	Amount	Vat	Item	Pay Ref
S G Parkin Landscapes	2975, 2976, 2981	345.00	n/a	grass cutting etc	2068
MF and H Community Association	23052	25.00	n/a	room hire	2069
YLCA	INV-0379	329.00	n/a	YLCA Membership fee	2070
Total		£699.00			

Dear Councillor Grogan and Councillor Duncan,

We hope you are both well.

Councillor Grogan, in your campaign materials for the North Yorkshire Council elections of May 2022, you recognised that traffic on the A63 in Monk Fryston is “extremely heavy and challenging to cross the road”. You stated, “it is my priority that a pedestrian crossing be provided”. We are grateful for the positive conversations you have had with us on this matter over the last year, and we are now asking that you take action to fulfil this election pledge.

Councillor Duncan, in your role as North Yorkshire Council’s Executive Member for Highways and Transportation, we are asking you to use your authority and influence to deliver improved road safety for the residents of our village. We are aware that you have visited Monk Fryston within the last year, and have seen first-hand the difficulties that our residents face.

The road is dangerous. As recently as Monday 6th February 2023, a serious RTC in the middle of Monk Fryston involving a pedestrian required emergency services to attend the scene. In the evidence we have collated (which accompanies this letter) you will find many, many examples of unreported near-miss incidents on A63 in our village, along with testimonies of how residents’ quality of life is impaired by the dangerous nature of the road.

Monk Fryston Parish Council has requested on many occasions that something is done to improve road safety for residents.

Enclosed, you will find the following supporting evidence related to the dangerous nature of the road and the swell of public opinion in favour of the installation of a pedestrian crossing:

- Over 800 signatures on an [online petition](#) in favour of a pedestrian crossing on the A63 in Monk Fryston, and 30+ comments left on the petition.
- Over 140 signatures on a hard-copy petition signed by customers of the Post Office and shop situated at the heart of Monk Fryston on the A63.
- Over 150 responses to a road safety village survey, demonstrating:
 - The vulnerability of many residents
 - The needs of pushchair and wheelchair users
 - The need for residents to cross the road to live their daily lives and access essential facilities
 - The fact that 97% of residents report feeling unsafe while crossing the A63
 - The fact that over 40% of residents report changing their lifestyle due to road safety fears
 - The fact that 99% of A63 road safety incidents have been unreported
- A recent analysis of data from our village’s Vehicle Activated Signs (VAS), which demonstrates that traffic through Monk Fryston is challengingly high, with over 9,000 vehicles passing through the village each day.
- A HGV traffic survey demonstrating that, on average, 35 HGVs (excluding buses, tractors, light goods vehicles, emergency vehicles) pass through Monk Fryston each hour of the day on a typical weekday

In addition to the portfolio of fresh evidence that we are providing, we also ask you to consider that in July 2021, Selby District Council published their Monk Fryston Conservation Area Appraisal (produced by Alan Baxter Associates in conjunction with Selby District Council). The Appraisal acknowledged that the A63 is a “substantial negative feature” of the village, and also noted that

there are “no traffic calming measures or formalised crossing points across the A63”. The Appraisal goes on to conclude that traffic through Monk Fryston is “extremely heavy” and it is “challenging to cross the road”. The Appraisal made a very strong recommendation, stating that it is “essential... that the situation is ameliorated through traffic calming and formal pedestrian crossings”.

Our village currently has no pedestrian crossing or any other pedestrian-friendly features (in contrast to other towns and villages in our area). This makes it extremely difficult for Monk Fryston residents to cross the A63 safely, which they must do so to access key village facilities such as the school, church, post office and community centre.

As a Parish Council, we have assessed possible locations for a pedestrian crossing in our village which ensure safety for pedestrians and motorists alike. We are also very prepared to contribute funds towards such a project.

Our residents are asking you to take action and to provide a pedestrian crossing in Monk Fryston.

We await your response.

Best wishes,

Monk Fryston Parish Council

2023

Vehicle Activated Signs (VAS) data: Monk Fryston



Cllr Matt Burton

(mb@monkfrystonparishcouncil.net)

Monk Fryston Parish Council

Report prepared in March 2023

BACKGROUND

The village of Monk Fryston currently benefits from two Vehicle Activated Signs (VAS). These are located at the West entrance to the village (on the A63 shortly after crossing the railway bridge) and at the East entrance to the village (on the A63 opposite The Meadows).

The VAS signs light up, alerting drivers if they are entering the village above the 30mph speed limit.

The VAS signs also record and store a large amount of traffic-related data, including traffic volumes and average speeds.

This report provides a snapshot of data recorded by both VAS signs between 1st January 2023 – 31st January 2023.

A previous report (available on the Parish Council website) was compiled in October 2021 (using data from September 2021).

WEST ENTRANCE VAS

Average speeds

- The average speed of drivers passing the VAS during January 2023 was 28.1mph. This is slightly lower than the October 2021 report (28.6mph)
- The highest average speeds recorded were during the early hours of the morning. The highest average speeds were on a Wednesday between 2-3am at 33.8mph. This is higher than the October 2021 report (32.4mph)

85th percentile speeds

- The 85th percentile¹ speed during January was 33.5mph. This is slightly lower than the October 2021 report (33.9mph)
- The highest 85th percentile speeds recorded were during the early hours of the morning. The highest 85th percentile speeds were on a Thursday between 1-2am at 39mph. This is the same as the October 2021 report.
- Between the weekday hours of 7am – 9pm, the 85th percentile speed remained below 36.3mph for the duration of January. This is higher than the October 2021 report (35mph)

¹ The '85th percentile' speed is a speed at which 85% of traffic will be travelling at, or below, along a street or road (under free flow conditions). It's typically associated with the setting of speed limits.

- 85th percentile speeds during school-run times (8am – 9am / 3pm – 4pm) were a maximum of 33.7pmh during January. This is slightly lower than the October 2021 report (34.2mph)
- 85th percentile speeds remained below 40mph at all times during January. This is the same as the October 2021 report.

Volume by speed

- Over 92% of drivers pass the VAS below 35mph. (90% in the October 2021 report)
- Over 68% of drivers pass the VAS below 30mph. (65% in the October 2021 report)

Maximum recorded speed

- A speed of 60mph+ was recorded on 4 occasions during January (an increase from 1 in the October 2021 report). The fastest speed occurred in the early hours of the morning (shortly after 2am).

Total traffic volumes

- During January, a total of 126,650 vehicles were recorded by the VAS
- This is an average of 4,085 vehicles per day

Day of the week	Average vehicle count per day
Monday	4120
Tuesday	4572
Wednesday	4671
Thursday	4594
Friday	4542
Saturday	3423
Sunday	2854

Day of the week	Average 7am-7pm vehicle count per day
Monday	3272
Tuesday	3608
Wednesday	3618
Thursday	3575
Friday	3614
Saturday	2645
Sunday	2183

- The busiest time of day is weekdays between 6pm-7pm, with an average of 551 cars during that hour (9.2 vehicles per minute). This is significantly higher than the October 2021 report (7.8 vehicles per minute).

EAST ENTRANCE VAS

Average speeds

- The average speed of drivers passing the VAS during January was 26.3mph. This is virtually equal to the October 2021 report (26.4mph)
- The highest average speeds recorded were during the early hours of the morning. The highest average speeds were on a weekday between 4am-5am at 31.3mph. This is lower than the October 2021 report (31.6mph)

85th percentile speeds

- The 85th percentile speed during January was 30.3mph. This is lower than the October 2021 report (30.6mph)
- The highest 85th percentile speeds recorded were during the early hours of the morning. The highest 85th percentile speeds were on a weekday between 2-3am at 38.2mph. This is lower than the October 2021 report (39mph)
- Between the hours of 7am – 9pm, the 85th percentile speed remained below 32mph for the duration of January. This is the same as the October 2021 report.
- 85th percentile speeds during school-run times (8am – 9am / 3pm – 4pm) were a maximum of 29.9pmh during January. This is lower than the October 2021 report (30.4mph)
- 85th percentile speeds remained equal to or below 40mph at all times during January. This is virtually equal to the October 2021 report.

Volume by speed

- Over 97% of drivers pass the VAS below 35mph. (96% in the October 2021 report)
- Over 84% of drivers pass the VAS below 30mph. (83% in the October 2021 report)

Maximum recorded speed

- A speed of 60mph+ was recorded on 11 occasions during January (an increase from 6 in the October 2021 report). The fastest speed (65mph) occurred in the early hours of the morning (shortly before 1am).

Total traffic volumes

- During January, a total of 155,958 vehicles were recorded by the VAS
- This is an average of 5,031 vehicles per day

Day of the week	Average vehicle count per day
Monday	5236
Tuesday	5441
Wednesday	5764

Thursday	5764
Friday	5754
Saturday	4256
Sunday	3496

Day of the week	Average 7am-7pm vehicle count per day
Monday	4340
Tuesday	4515
Wednesday	4534
Thursday	4751
Friday	4761
Saturday	3501
Sunday	2832

The busiest time of day is weekdays between 7am-8am, with an average of 568 cars during that hour (9.5 vehicles per minute). This is virtually equal to the October 2021 report.

CONTEXT TO DATA

Please note the following when considering the data in this report:

- There is only one entrance to Monk Fryston in the East of the village (via the A63). In the West of the village, there are two entrances to the village (via the A63 or Lumby Lane). This largely explains the significant differences in traffic volume passing each VAS.
- January 2023 contained 5 Mondays, 5 Tuesdays, 5 Sundays and 4 of every other day of the week. This is important information when understanding the calculations derived from the data in the appendix.
- The first Monday in January was a national bank holiday. This information is important when considering why Monday average traffic volumes are lower than other weekdays in this report. It is also important to keep this in mind if and when comparing the data in this report to the data in the previous (October 2021) report (which was based on data from September 2021 – with no bank holidays included).
- January is a cold, rainy, winter month, with dark mornings and dark evenings. This will affect driving behaviour and social behaviour. This information is important if and when comparing the data in this report to the data in the previous (October 2021) report (which was based on data from September 2021 – a lighter, drier, summer/autumn month)

BRIEF COMMENTARY

- Average vehicle speeds were below the 30mph speed limit for both the East and West VAS. This provides an indication that the majority of traffic observes the speed limit when travelling through Monk Fryston.
- 85th percentile speeds were below 34mph for both the East and West VAS. This provides an indication that the vast majority of traffic travels at less than 34mph when travelling through Monk Fryston. The 85th percentile is a standard metric used when considering traffic speeds at a location.
- Speeds of up to 60-65mph were recorded by both VAS during January 2023. This is double the speed limit. At least fifteen occurrences of 60+mph were recorded during the month, and these appear to have largely occurred in the early hours of the morning.
- In an attempt to demonstrate particular risks to pedestrians, this report has provided details of 85th percentile speeds between the hours of 7am-9pm (most likely pedestrian hours). The 85th percentile speed remained below 37mph at both VAS during these hours throughout January.
- In an attempt to demonstrate particular risks to young pedestrians, this report has provided details of 85th percentile speeds during school drop-off hours (8am-9am and 3pm-4pm). The 85th percentile speed remained below 33.7mph at both VAS during these hours throughout January.
- The busiest hour at the East VAS during January was 8am-9am on a weekday. The busiest hour at the West VAS during January was 6pm-7pm on a weekday. This most likely indicates that commuters generally travel through the village in the direction of Leeds on a morning, and return on an evening.
- There is no pedestrian crossing in Monk Fryston, and relatively short-length visibility for pedestrians wishing to cross the A63. During the busiest of times, an average of 9.5 vehicles per minute travels through Monk Fryston from East to West. When combined with traffic moving in the opposite direction, it can be deduced that crossing the A63 is extremely difficult to achieve safely for pedestrians during busy times.

QUESTIONS FOR ROAD SAFETY POLICY MAKERS

In the opinion of the author, the questions posed in the October 2021 report remain highly relevant and unanswered by the relevant authorities:

1. Should pedestrians be better supported in Monk Fryston?

With no pedestrian crossing, short-length visibility, and a constant flow of traffic (particularly at the busiest hours), there is no safe method by which pedestrians can cross the A63. Should this be addressed?

Public support for a pedestrian crossing in Monk Fryston is significant, as demonstrated by responses to the Parish Council's March 2023 petition and survey.

2. With no pedestrian crossing, are the 85th percentile speeds acceptable, or does the speed limit require greater scrutiny?

Overall, average 85th percentile speeds do not exceed 34mph (though notably higher in night-time hours). Average speeds do not appear to be excessive, and it is reassuring that the vast majority of traffic maintains a reasonable speed. However, in the context of there being no pedestrian crossing and a high volume of traffic, could these average speeds still be considered too high?

3. What possible innovative traffic calming and/or pedestrian-friendly features could be introduced in Monk Fryston?

In July 2021, Selby District Council published their [Monk Fryston Conservation Area Appraisal](#) (produced by Alan Baxter Associates in conjunction with Selby District Council). The Appraisal acknowledged that the A63 is a "substantial negative feature" of the village, and also noted that there are "no traffic calming measures or formalised crossing points across the A63".

The Appraisal goes on to conclude that traffic through Monk Fryston is "extremely heavy" and it is "challenging to cross the road". The Appraisal makes a very strong recommendation, stating that it is "essential... that the situation is ameliorated through traffic calming and formal pedestrian crossings".

Suggestions made in the Appraisal include the introduction of a 20mph speed limit and the installation of traffic calming measures, as well as stating "the traffic controls in Cawood are a possible model worth examining."

Hambleton (a village to the east of Monk Fryston, also situated on the A63) benefits from pedestrian islands, enabling safer road crossing:



APPENDICES

Appendix A: Vehicle Counts (West VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	126	182	123	174	161	250	283	153.2	266.5	35.9
1 - 2	82	82	74	58	67	160	197	72.6	178.5	36.9
2 - 3	26	47	24	22	38	61	115	31.4	88	37.1
3 - 4	26	43	32	42	27	49	73	34	61	37.2
4 - 5	26	33	45	25	28	25	57	31.4	41	37.5
5 - 6	102	101	97	68	85	68	57	90.6	62.5	36.6
6 - 7	240	258	218	228	184	103	89	225.6	96	36.9
7 - 8	530	609	530	492	489	214	164	530	189	36
8 - 9	1183	1355	1207	1080	1034	317	179	1171.8	248	33.4
9 - 10	1107	1353	1083	1186	1050	542	267	1155.8	404.5	33.2
10 - 11	1042	1126	1013	945	881	759	495	1001.4	627	33.1
11 - 12	989	1050	787	820	875	856	727	904.2	791.5	33.4
12 - 13	1056	1083	946	836	856	1066	1047	955.4	1056.5	33.2
13 - 14	1147	1146	1011	956	1096	1074	1401	1071.2	1237.5	33.3
14 - 15	1270	1346	981	952	1171	1153	1427	1144	1290	33.2
15 - 16	1331	1380	1169	1116	1423	1128	1241	1283.8	1184.5	33
16 - 17	1795	1904	1456	1461	1598	1147	1365	1642.8	1256	32.5
17 - 18	2397	2728	1989	2084	1989	1284	1491	2237.4	1387.5	31.8
18 - 19	2515	2960	2269	2373	1992	1041	1112	2421.8	1076.5	32.3
19 - 20	1556	1834	1474	1520	1314	799	814	1539.6	806.5	33.2
20 - 21	832	951	824	750	660	597	644	803.4	620.5	34.1
21 - 22	539	542	496	528	431	390	482	507.2	436	34.7
22 - 23	373	458	388	368	394	303	316	396.2	309.5	35
23 - 24	310	287	449	293	325	305	228	332.8	266.5	35.6
Totals	20600	22858	18685	18377	18168	13691	14271			
% of Total	16.3%	18%	14.8%	14.5%	14.3%	10.8%	11.3%			

Appendix B: Average Speeds (West VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	30.3	30.4	30.1	30	29.4	30.2	29.7	30	30	35.9
1 - 2	29.4	30.6	30.7	31.2	30.1	30.6	29.1	30.4	29.8	36.9
2 - 3	30.3	28.7	33.8	30.6	31.9	29.6	29.8	30.8	29.7	37.1
3 - 4	31.1	30.7	28.6	30.8	31.6	30.1	30	30.5	30	37.2
4 - 5	31.3	30.7	30.9	30	29.2	29.3	29.8	30.5	29.7	37.5
5 - 6	31	29.4	29.8	30.3	30.1	30.2	29.2	30.1	29.7	36.6
6 - 7	31.2	30.3	30.5	30.2	30.7	30.9	30.4	30.6	30.7	36.9
7 - 8	29.9	29.8	29.6	30	30.1	30	29.9	29.9	30	36
8 - 9	27.9	28.3	27.7	27.9	28.1	28.7	29.2	28	28.9	33.4
9 - 10	28.3	27.9	27.6	27.9	28	28.8	29.4	27.9	29	33.2
10 - 11	27.7	28	27.8	27.6	27.9	28.2	29.2	27.8	28.5	33.1
11 - 12	28.1	27.9	28.1	28.2	27.8	28.4	28.7	28	28.6	33.4
12 - 13	28.3	27.6	27.8	27.7	28.1	28	28.5	27.9	28.3	33.2
13 - 14	28.2	27.8	27.6	28.2	28.3	28.5	28.2	28	28.3	33.3
14 - 15	27.9	27.8	28	28	28.1	28.3	28.2	27.9	28.2	33.2
15 - 16	28.1	27.6	27.7	27.4	27.7	28	28.1	27.7	28.1	33
16 - 17	27.4	27	27.2	27.6	27.5	28.2	27.8	27.4	28	32.5
17 - 18	27	26.4	26.9	27.1	27	27.5	28	26.8	27.8	31.8
18 - 19	27.3	27	26.9	26.9	27.2	27.7	28.4	27.1	28.1	32.3
19 - 20	27.7	27.8	27.6	27.8	27.9	28.5	29.1	27.8	28.8	33.2
20 - 21	28.2	28.1	28.6	29.1	29.2	28.1	28.1	28.6	28.1	34.1
21 - 22	29.1	29.3	29	29.3	29	29	29.5	29.1	29.3	34.7
22 - 23	29.5	29.4	29.5	29.3	29.5	29.1	29.6	29.4	29.4	35
23 - 24	30	29.7	29.9	30.1	29.8	29.2	30.6	29.9	29.8	35.6
Totals	695.2	688.2	691.9	693.2	694.2	695.1	698.5			
% of Total	14.3%	14.2%	14.2%	14.3%	14.3%	14.3%	14.4%			

Appendix C: 85th Percentile Speeds (West VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	37	36.3	35.9	35.8	34.6	36.2	35.3	35.9	35.8	35.9
1 - 2	36.4	34.7	38.2	39	36.1	36.4	34.6	36.9	35.5	36.9
2 - 3	38	35	38.5	35	38.9	36.4	35	37.1	35.7	37.1
3 - 4	37.5	38.5	35	38	37.1	38	37	37.2	37.5	37.2
4 - 5	37.5	38.3	37.9	37.5	36.2	35	36.4	37.5	35.7	37.5
5 - 6	38.2	35	35.7	37.5	36.5	35.9	36	36.6	36	36.6
6 - 7	37.6	37.1	36.9	35.9	36.8	38.2	36.5	36.9	37.4	36.9
7 - 8	36.2	35.6	35.7	36.2	36.3	37.1	36.8	36	37	36
8 - 9	33.6	33.7	33	33.3	33.6	34.8	35.4	33.4	35.1	33.4
9 - 10	33.6	33.2	33.1	33.1	33.2	34.2	34.8	33.2	34.5	33.2
10 - 11	33	33.3	33	33	33.3	33.6	34.6	33.1	34.1	33.1
11 - 12	33.4	33.1	33.6	33.7	33.2	33.8	34.1	33.4	34	33.4
12 - 13	33.6	32.8	33.2	32.9	33.5	33.3	33.7	33.2	33.5	33.2
13 - 14	33.5	33	33.2	33.5	33.5	33.6	33.7	33.3	33.7	33.3
14 - 15	33.1	33.1	33.4	33.3	33.3	33.6	33.4	33.2	33.5	33.2
15 - 16	33.2	32.9	32.9	32.9	32.9	33.4	33.4	33	33.4	33
16 - 17	32.6	32	32.2	32.9	32.8	33.4	33	32.5	33.2	32.5
17 - 18	31.7	31.3	31.6	32.3	32	32.7	33.4	31.8	33.1	31.8
18 - 19	32.7	32.2	32	32.1	32.5	32.8	34	32.3	33.4	32.3
19 - 20	33.2	33.3	33.1	33.1	33.4	33.9	34.7	33.2	34.3	33.2
20 - 21	33.7	33.7	34.1	34.6	34.5	33.6	34	34.1	33.8	34.1
21 - 22	34.8	34.7	34.6	34.8	34.8	34.3	35.3	34.7	34.8	34.7
22 - 23	35.4	34.8	35	34.9	34.8	34.5	34.8	35	34.7	35
23 - 24	35.6	35.5	35.8	36.1	34.9	34.9	37	35.6	36	35.6
Totals	835.1	823.1	827.6	831.4	828.7	833.6	836.9			
% of Total	14.4%	14.2%	14.2%	14.3%	14.2%	14.3%	14.4%			

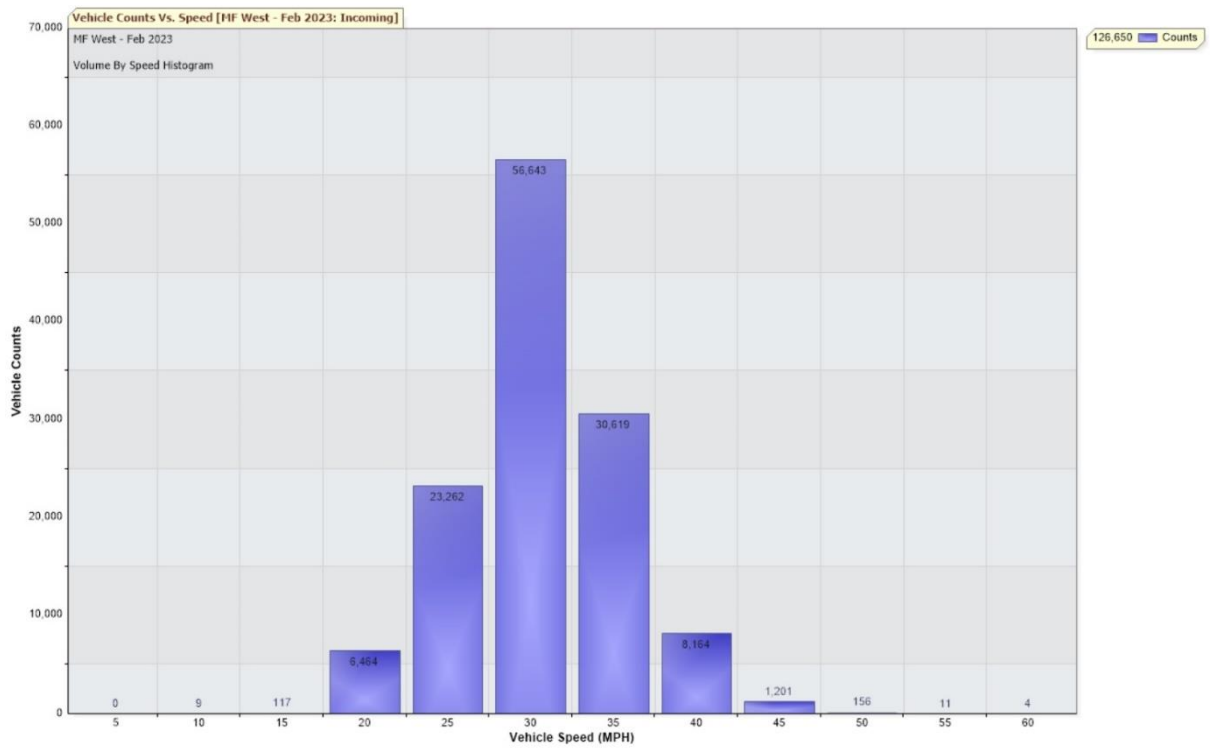
Appendix D: Speeder Counts (West VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	30	35	24	29	22	49	48	28	48.5	35.9
1 - 2	16	13	22	14	13	32	27	15.6	29.5	36.9
2 - 3	8	8	12	4	13	12	17	9	14.5	37.1
3 - 4	8	14	6	12	7	11	17	9.4	14	37.2
4 - 5	6	11	11	6	5	4	12	7.8	8	37.5
5 - 6	27	16	18	15	17	13	12	18.6	12.5	36.6
6 - 7	61	59	50	40	44	26	17	50.8	21.5	36.9
7 - 8	111	109	96	93	93	51	33	100.4	42	36
8 - 9	112	119	83	84	85	46	31	96.6	38.5	33.4
9 - 10	94	90	71	71	68	60	39	78.8	49.5	33.2
10 - 11	67	80	62	58	67	65	66	66.8	65.5	33.1
11 - 12	69	64	62	71	59	78	76	65	77	33.4
12 - 13	88	43	62	46	70	70	92	61.8	81	33.2
13 - 14	89	80	81	69	89	81	124	81.6	102.5	33.3
14 - 15	79	81	82	78	78	101	95	79.6	98	33.2
15 - 16	89	90	59	64	78	82	96	76	89	33
16 - 17	73	67	66	85	95	74	82	77.2	78	32.5
17 - 18	75	79	57	93	71	73	107	75	90	31.8
18 - 19	131	107	83	103	104	50	115	105.6	82.5	32.3
19 - 20	113	132	95	89	107	76	120	107.2	98	33.2
20 - 21	80	90	96	99	78	57	64	88.6	60.5	34.1
21 - 22	82	79	67	76	62	46	79	73.2	62.5	34.7
22 - 23	63	72	59	53	62	37	50	61.8	43.5	35
23 - 24	50	46	86	51	49	45	45	56.4	45	35.6
Totals	1621	1584	1410	1403	1436	1239	1464			
% of Total	16%	15.6%	13.9%	13.8%	14.1%	12.2%	14.4%			

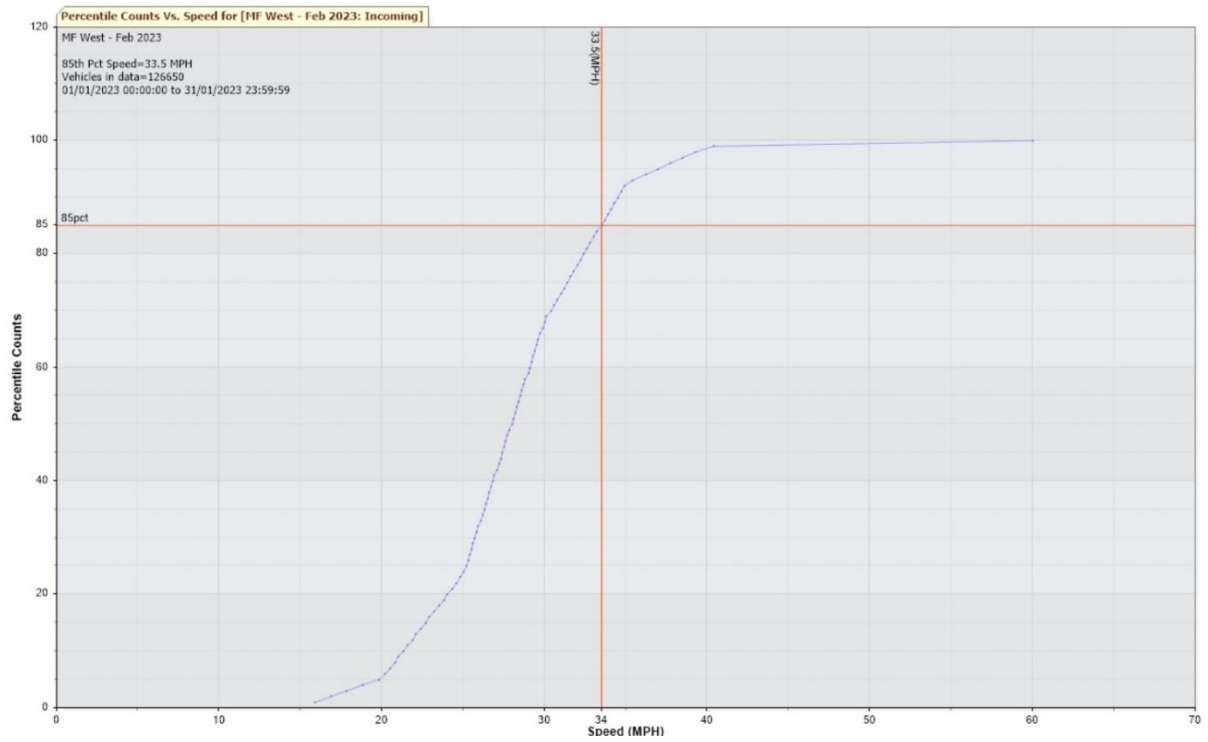
Appendix E: Average Speeder (West VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	39.5	39.1	38.8	39.1	38.9	38	39.2	39.1	38.6	35.9
1 - 2	39.1	42.1	38.9	40.7	39	39.2	38.6	39.8	38.9	36.9
2 - 3	38.8	39.4	38.3	41.3	39.4	39.2	39	39.2	39.1	37.1
3 - 4	37.5	38.6	40	39.6	37.5	40.2	39	38.7	39.5	37.2
4 - 5	39.2	38.4	40.2	40	38.5	38.8	39.6	39.3	39.4	37.5
5 - 6	39.5	39.4	38.6	39.5	39	37.9	38.8	39.2	38.3	36.6
6 - 7	39.5	39.2	38.7	39.4	38.9	39.6	39	39.1	39.4	36.9
7 - 8	38.3	38.8	38.8	39.1	38.8	38.7	39.3	38.7	38.9	36
8 - 9	38	38	38.1	38.2	37.7	38.6	38.6	38	38.6	33.4
9 - 10	38	38.2	38	37.9	38.5	38	38	38.1	38	33.2
10 - 11	38.1	38.1	38	37.9	38.2	38	38.4	38.1	38.2	33.1
11 - 12	38.3	38	37.8	38	38.1	38.1	38.3	38	38.2	33.4
12 - 13	38.2	38	38.2	38.5	38.1	38.1	38	38.2	38.1	33.2
13 - 14	38.2	37.9	38.1	38.2	38.2	38.1	38.2	38.1	38.2	33.3
14 - 15	38.1	38.2	38.1	37.9	37.9	38.2	38.1	38	38.2	33.2
15 - 16	38.1	38.1	37.9	38.6	38	38.2	38	38.1	38.1	33
16 - 17	38	37.8	38.1	38.6	37.9	37.8	38	38.1	37.9	32.5
17 - 18	37.9	38.1	38	37.9	37.8	38	38	37.9	38	31.8
18 - 19	38.1	37.9	37.8	37.8	37.8	37.6	38.6	37.9	38.3	32.3
19 - 20	38.2	38	38.8	37.9	38.2	38.3	38.4	38.2	38.4	33.2
20 - 21	38.5	37.7	38.6	38.5	38.3	38.4	38.2	38.3	38.3	34.1
21 - 22	38.4	38.4	38.7	38.6	38.6	38.8	38.7	38.5	38.7	34.7
22 - 23	38.3	38.9	38.3	39.1	38.2	38.4	39.1	38.6	38.8	35
23 - 24	40	38.9	38.5	39	38.5	39.1	39.2	38.9	39.1	35.6
Totals	923.8	925.2	923.3	931.2	920	923.3	926.3			
% of Total	14.3%	14.3%	14.3%	14.4%	14.2%	14.3%	14.3%			

Appendix F: Volume By Speed (West VAS)



Appendix G: Chart Percentile Speed (West VAS)



Appendix H: Key Stats (West VAS)

85th Percentile Speed = 33.5 MPH
85th Percentile Vehicles = 107,652 counts
Max Speed = 60.0 MPH on 05/01/2023 03:15:00
Total Vehicles =126,650 counts
50th Percentile Speed: 28.0 MPH
Average Speed: 28.1 MPH

Appendix I: Vehicle Counts (East VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	97	94	84	91	135	159	277	100.2	218	36.9
1 - 2	53	56	58	76	69	104	215	62.4	159.5	34.8
2 - 3	42	44	31	46	38	49	109	40.2	79	38.2
3 - 4	48	37	34	40	41	33	72	40	52.5	36.3
4 - 5	79	72	61	68	63	65	72	68.6	68.5	37.5
5 - 6	308	253	228	218	204	101	91	242.2	96	35.3
6 - 7	737	865	636	678	646	267	233	712.4	250	34
7 - 8	1651	1961	1501	1548	1353	422	265	1602.8	343.5	30.7
8 - 9	2485	3116	2189	2411	2281	653	369	2496.4	511	29
9 - 10	2316	2568	1981	2221	2009	979	572	2219	775.5	29.2
10 - 11	1720	1610	1436	1478	1430	1277	1013	1534.8	1145	29.7
11 - 12	1655	1720	1378	1412	1408	1425	1553	1514.6	1489	29.8
12 - 13	1689	1572	1374	1309	1440	1586	1748	1476.8	1667	29.8
13 - 14	1711	1606	1269	1384	1481	1442	1778	1490.2	1610	29.7
14 - 15	1662	1559	1259	1367	1498	1426	1648	1469	1537	29.8
15 - 16	1697	1662	1380	1525	1531	1328	1411	1559	1369.5	29.7
16 - 17	1807	1784	1453	1441	1662	1213	1351	1629.4	1282	29.7
17 - 18	1711	1759	1500	1537	1556	1250	1386	1612.6	1318	29.6
18 - 19	1594	1659	1414	1371	1395	1002	1066	1486.6	1034	29.6
19 - 20	1255	1199	1115	1055	1068	742	840	1138.4	791	30.1
20 - 21	826	885	654	708	678	538	599	750.2	568.5	31.9
21 - 22	494	531	440	484	433	391	404	476.4	397.5	32.9
22 - 23	352	371	293	341	307	297	257	332.8	277	33.5
23 - 24	193	220	232	246	288	276	150	235.8	213	34.5
Totals	26182	27203	22000	23055	23014	17025	17479			
% of Total	16.8%	17.4%	14.1%	14.8%	14.8%	10.9%	11.2%			

Appendix J: Average Speeds (East VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	31.2	31.8	30.7	30.6	28	29.4	28.8	30.2	29	36.9
1 - 2	30.5	29.2	29.3	29.1	26.8	31.5	30.2	28.9	30.6	34.8
2 - 3	31.9	31.1	32.1	31	30.4	29.8	30.7	31.2	30.4	38.2
3 - 4	30.1	31.8	30.5	28.9	29.5	29.7	30.5	30.1	30.2	36.3
4 - 5	31.9	31	31.6	30.6	31.2	30.3	30.1	31.3	30.2	37.5
5 - 6	29.3	30.1	29.5	29.3	30	30.2	30.6	29.7	30.4	35.3
6 - 7	29.1	28.7	28.5	28.5	28.9	29.8	30.2	28.8	30	34
7 - 8	26.7	26.4	26.5	26.7	26.8	29.5	29.7	26.6	29.5	30.7
8 - 9	24.7	24.7	23.9	24.6	24.9	27.8	29.4	24.6	28.4	29
9 - 10	25.4	25.4	23.7	24.6	25.3	27.2	28	24.9	27.5	29.2
10 - 11	26.2	25.6	25.5	25.3	25.7	26.6	27.4	25.7	26.9	29.7
11 - 12	26.4	26.1	25.6	25.7	26	26.6	26.3	26	26.4	29.8
12 - 13	26.3	26.2	25	25.7	26.1	25.3	26.2	25.9	25.7	29.8
13 - 14	26.3	26	25.4	25.5	25.9	26.2	26.5	25.8	26.3	29.7
14 - 15	26.4	26	25.9	24.9	25.9	26.4	26.8	25.9	26.6	29.8
15 - 16	26	26	25.7	25.3	26.1	26.8	27.1	25.8	27	29.7
16 - 17	26.2	25.7	25.6	25.8	25.7	26.5	26.7	25.8	26.6	29.7
17 - 18	25.8	25.6	25.5	25.2	25.8	26.2	26.7	25.6	26.5	29.6
18 - 19	25.6	25.7	25.9	24.8	25.8	26.5	26.8	25.6	26.6	29.6
19 - 20	26.7	26.2	26.4	26.3	26.3	26.8	27.5	26.4	27.2	30.1
20 - 21	27.4	26.8	27.1	27	27.3	27.8	27.7	27.1	27.7	31.9
21 - 22	28	27.8	27.6	27.9	28.3	27.8	28.4	27.9	28.1	32.9
22 - 23	28.9	28	28.1	28.5	28.4	28.2	29.3	28.4	28.7	33.5
23 - 24	29.1	29.4	28.8	28.7	29.5	28.6	30.3	29.1	29.2	34.5
Totals	666.1	661.3	654.4	650.5	654.6	671.5	681.9			
% of Total	14.4%	14.3%	14.1%	14%	14.1%	14.5%	14.7%			

Appendix K: 85th Percentile Speeds (East VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	37.9	38.8	37.9	36.3	33.8	34.5	33.7	36.9	34.1	36.9
1 - 2	37.2	34.3	34.4	35.4	32.8	37.7	34.9	34.8	36.3	34.8
2 - 3	39.5	37	38.6	39	36.7	35.8	36.7	38.2	36.3	38.2
3 - 4	34.4	37.9	40	35	34.1	35	36.2	36.3	35.6	36.3
4 - 5	38.3	36.9	37.5	37.5	37.5	35.6	36.2	37.5	35.9	37.5
5 - 6	34.5	35.9	35.5	34.9	35.8	35.9	37.3	35.3	36.6	35.3
6 - 7	34.3	33.9	33.8	33.7	34.1	34.8	36.7	34	35.8	34
7 - 8	30.8	30.4	30.3	31	30.9	34.5	34.6	30.7	34.6	30.7
8 - 9	29	29	28.7	29	29.1	32.6	34.4	29	33.5	29
9 - 10	29.5	29.3	28.8	29.1	29.4	31.6	33.2	29.2	32.4	29.2
10 - 11	30	29.7	29.6	29.4	29.6	30.8	32	29.7	31.4	29.7
11 - 12	30.1	29.8	29.7	29.6	29.8	30.4	30.1	29.8	30.3	29.8
12 - 13	30.2	29.9	29.3	29.7	29.8	29.5	30	29.8	29.8	29.8
13 - 14	29.9	29.7	29.5	29.6	29.7	30	30.1	29.7	30.1	29.7
14 - 15	30	29.9	29.8	29.3	29.8	30.5	30.8	29.8	30.7	29.8
15 - 16	29.9	29.8	29.6	29.5	29.9	31.1	31.7	29.7	31.4	29.7
16 - 17	29.9	29.6	29.6	29.8	29.8	30.5	31.1	29.7	30.8	29.7
17 - 18	29.8	29.6	29.4	29.4	29.7	30.2	30.9	29.6	30.6	29.6
18 - 19	29.6	29.7	29.6	29.4	29.7	30.1	31.1	29.6	30.6	29.6
19 - 20	30.7	29.9	30	30	30	31.1	32.4	30.1	31.8	30.1
20 - 21	32.2	31.1	31.8	32.3	32.2	32.7	32.5	31.9	32.6	31.9
21 - 22	33	32.6	32.8	33.1	33.1	32.5	33.1	32.9	32.8	32.9
22 - 23	34.1	32.6	33.4	33.8	33.7	33.3	34.4	33.5	33.9	33.5
23 - 24	34.1	35.2	33.9	34.7	34.4	33.7	36.4	34.5	35.1	34.5
Totals	778.9	772.5	773.5	770.5	765.4	784.4	800.5			
% of Total	14.3%	14.2%	14.2%	14.1%	14.1%	14.4%	14.7%			

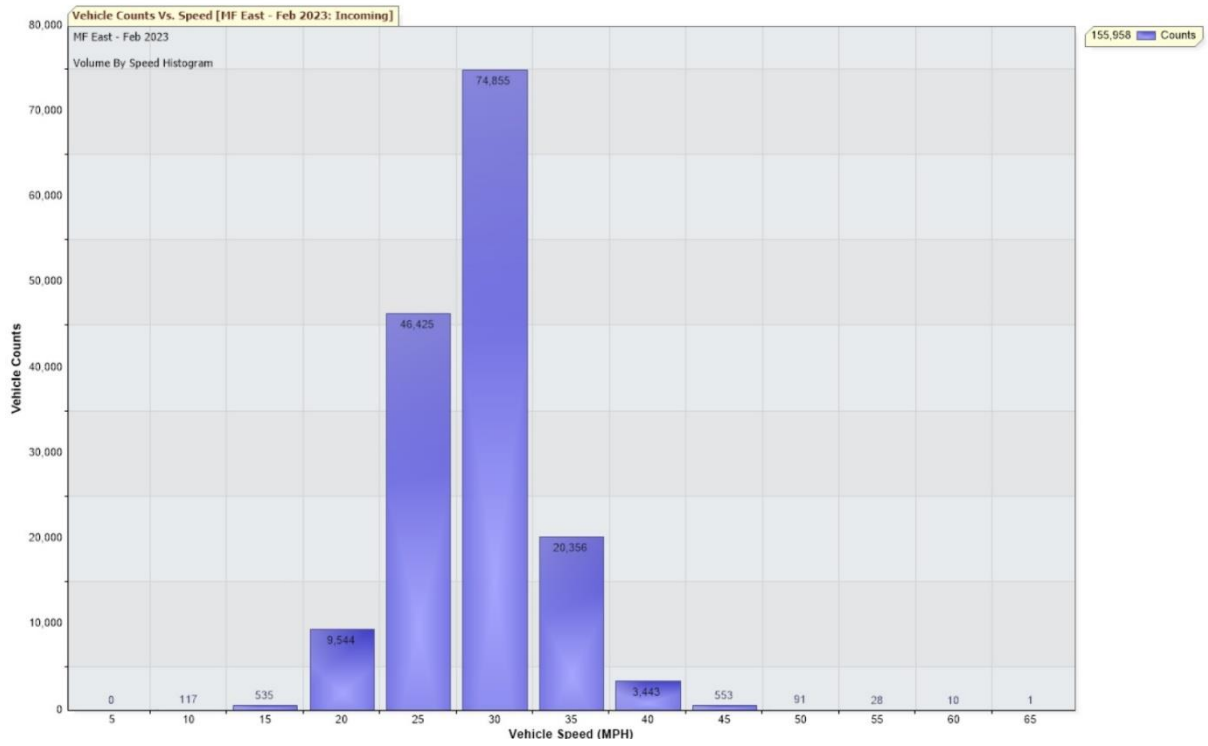
Appendix L: Speeder Counts (East VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	28	32	22	21	12	20	24	23	22	36.9
1 - 2	13	8	8	12	3	29	34	8.8	31.5	34.8
2 - 3	17	9	10	12	7	8	22	11	15	38.2
3 - 4	8	13	8	7	6	7	16	8.4	11.5	36.3
4 - 5	23	17	15	17	14	11	15	17.2	13	37.5
5 - 6	37	48	38	32	35	18	20	38	19	35.3
6 - 7	85	84	64	59	67	39	47	71.8	43	34
7 - 8	39	50	42	47	27	51	39	41	45	30.7
8 - 9	23	14	8	8	12	40	47	13	43.5	29
9 - 10	26	21	10	11	17	30	44	17	37	29.2
10 - 11	32	25	11	19	16	35	36	20.6	35.5	29.7
11 - 12	25	21	19	11	18	23	34	18.8	28.5	29.8
12 - 13	31	29	8	21	17	20	36	21.2	28	29.8
13 - 14	26	19	13	15	20	30	42	18.6	36	29.7
14 - 15	28	35	13	23	29	26	56	25.6	41	29.8
15 - 16	28	34	20	15	34	32	43	26.2	37.5	29.7
16 - 17	32	19	11	19	16	35	25	19.4	30	29.7
17 - 18	27	24	7	20	21	29	36	19.8	32.5	29.6
18 - 19	14	19	17	12	20	20	24	16.4	22	29.6
19 - 20	36	28	22	26	21	23	43	26.6	33	30.1
20 - 21	39	25	29	38	39	31	36	34	33.5	31.9
21 - 22	34	33	23	35	34	20	27	31.8	23.5	32.9
22 - 23	39	24	26	33	32	22	31	30.8	26.5	33.5
23 - 24	23	33	19	36	34	25	25	29	25	34.5
Totals	713	664	463	549	551	624	802			
% of Total	16.3%	15.2%	10.6%	12.6%	12.6%	14.3%	18.4%			

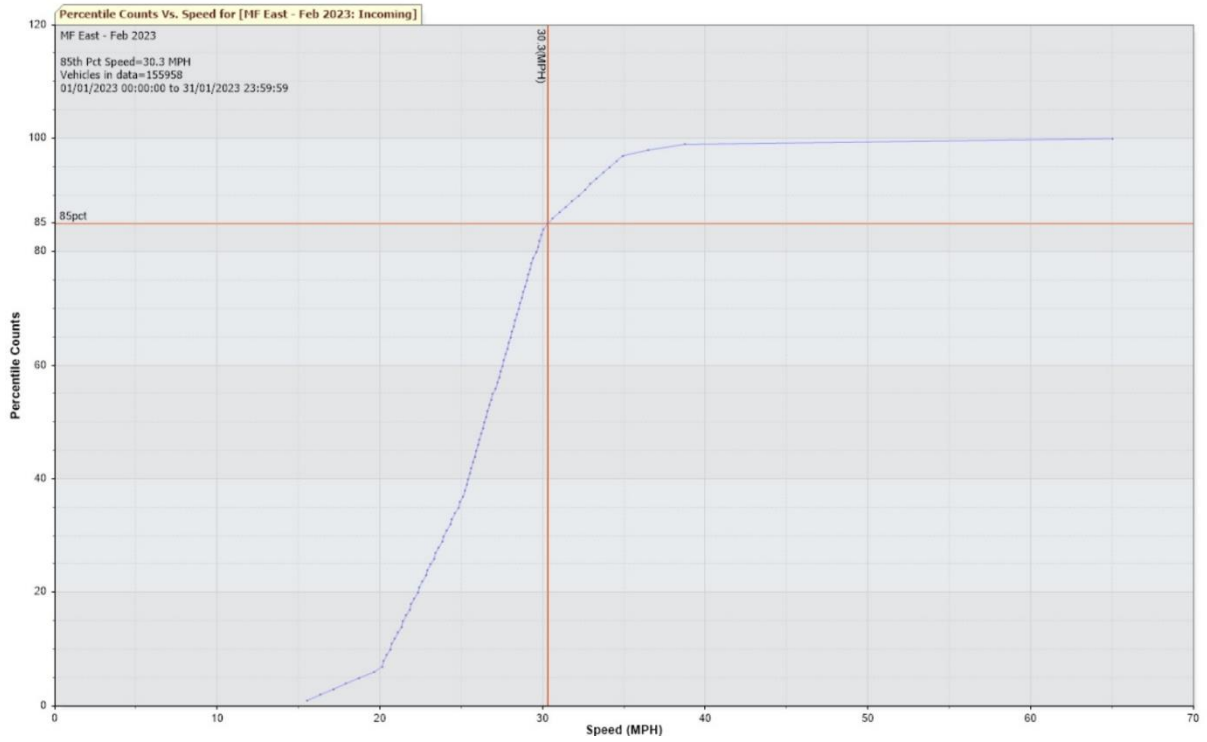
Appendix M: Average Speeder (East VAS)

Hour	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Week Day Avg	Weekend Avg	Week Day 85% Avg Speed
0 - 1	39.5	39.1	39.3	39.4	39.2	40.8	39.6	39.3	40.1	36.9
1 - 2	39	39.4	39.4	37.5	37.5	38.7	39.7	38.6	39.2	34.8
2 - 3	40.1	39.7	39	40	41.8	38.8	39.8	40	39.5	38.2
3 - 4	41.3	40.6	40.6	38.9	41.7	38.9	40.3	40.6	39.9	36.3
4 - 5	40.1	38.4	38.5	38.4	38.9	38.9	39.5	39	39.2	37.5
5 - 6	38.3	38.4	38.2	38	38.8	38.1	40.3	38.3	39.2	35.3
6 - 7	39.1	38.5	38.4	38.7	38.5	39.4	39.3	38.7	39.4	34
7 - 8	38.3	38.9	38.2	37.8	38.4	38.7	38.8	38.3	38.7	30.7
8 - 9	37.9	37.5	38.1	38.8	37.9	38.4	39.3	38	38.9	29
9 - 10	38.1	38.2	37.5	38.4	37.8	38	38.3	38	38.2	29.2
10 - 11	37.5	37.7	37.5	39.3	37.5	37.9	37.9	37.9	37.9	29.7
11 - 12	37.5	37.7	37.8	38	38.1	37.7	38.4	37.8	38.1	29.8
12 - 13	38.1	38	38.8	38	38.4	37.5	37.8	38.2	37.7	29.8
13 - 14	38.5	39.1	37.9	37.5	38.5	38.2	38.3	38.4	38.3	29.7
14 - 15	37.7	38.1	38.3	38.2	38	38.7	39	38	38.9	29.8
15 - 16	38.2	37.9	38	37.5	37.9	38.4	38	38	38.2	29.7
16 - 17	38.3	38.3	38.4	37.8	38.4	37.8	37.9	38.2	37.8	29.7
17 - 18	38.4	39	38.2	38	38.2	38	37.9	38.4	38	29.6
18 - 19	37.5	38.3	37.5	37.9	38.3	38.3	38.1	37.9	38.2	29.6
19 - 20	38.1	37.7	38.2	38.1	37.7	37.9	38.5	38	38.3	30.1
20 - 21	37.9	37.9	37.7	37.8	38.8	38.1	38.8	38	38.5	31.9
21 - 22	38.8	38.3	38.2	38.9	39.9	39.3	39.5	38.9	39.4	32.9
22 - 23	38.9	39	38.5	38.3	38.6	39.3	39.6	38.6	39.5	33.5
23 - 24	40.1	39.3	39.3	39.3	40.4	38.9	40.3	39.7	39.6	34.5
Totals	927.1	925	921.5	920.5	929.1	924.5	934.8			
% of Total	14.3%	14.3%	14.2%	14.2%	14.3%	14.3%	14.4%			

Appendix N: Volume By Speed (East VAS)



Appendix O: Chart Percentile Speed (East VAS)



Appendix P: Key Stats (East VAS)

Key stats

85th Percentile Speed = 30.3 MPH
85th Percentile Vehicles = 132,564 counts
Max Speed = 65.0 MPH on 08/01/2023 00:55:00
Total Vehicles =155,958 counts
50th Percentile Speed: 26.4 MPH
Average Speed: 26.3 MPH

Proposed Site of Controlled Pedestrian Crossing based on Monk Fryston Parish Council Site Survey , March 2023

In March 2023 Monk Fryston Parish Council conducted its own surveys to assess the needs for a pedestrian crossing on the A63 which runs through the village. The surveys were based on guidelines issued by the Department of Transport with attention focussed on site, pedestrian opinion, traffic, and other relevant factors such as crossing times and vehicle speeds. Included in this document , these surveys provide an accurate picture of a worsening situation for the residents of Monk Fryston.

Previous assessments by Highways have failed to find a suitable place for the installation of a crossing. Private ownership of land adjacent to highway and points of access to the A63 road have caused problems. Low footfall with pedestrians using various crossing points at differing times of day have, in a previous limited survey , prevented any movement in establishing suitable locations.

By observing the following recommendations (all references are supported in the Department of Transport , Road Traffic Signals Manual, Chapter Six) MFPC wishes to submit a suitable location for the siting of a signalled pedestrian crossing across the A63 at the area known locally in the village as The Mount.

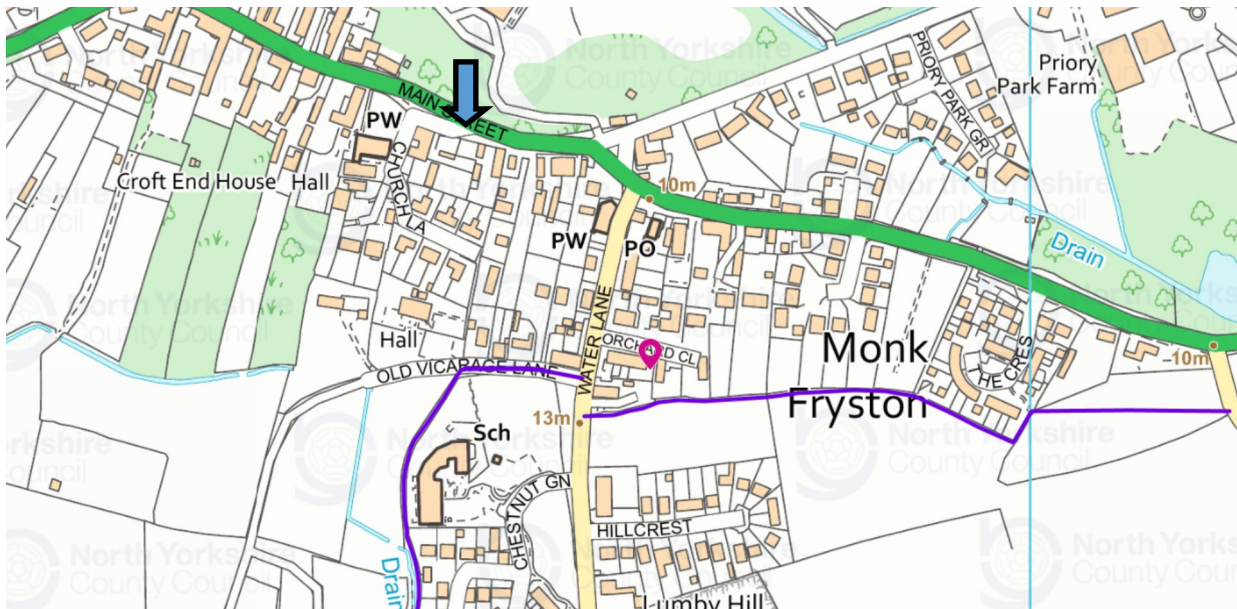
Principles

- “the main objective of any crossing should be safety, convenience, and accessibility” (ref 13.1.4)
- “...as vehicle flow and speed increases pedestrians particularly the more vulnerable ... need a dedicated facility in order to feel safe” (ref 13.1.6)
- The Equality Act 2010 places a duty on public sector authorities to comply with the Public Sector Equality Duty in carrying out their function. This includes making reasonable adjustments to the existing build environment to ensure infrastructure is accessible to all (ref 15.2)

Solution

While the design and logistics depends upon Highways the suggestion is to excavate a small area of the soft ground , establishing a paved pedestrian holding area and signals. The following photographs identify the area and demonstrate suitable sight lines for on-coming traffic both east and west facing. This location would provide a safe crossing area for all residents in developments east and west of the village as well as easy access to the church and church hall, school and community centre and local pub and shop , as well as the recreational facilities of play areas and footpaths. The proximity of village bus stops would provide safe crossing facilities for residents as well as at school boarding and alighting times.

Visual images to identify possible crossing location, showing route of A63 and village layout, including present condition of The Mount



Above. Line map of A63 , Main Street Monk Fryston. Suggested position of crossing arrowed. Also illustrates the accessibility of a crossing to users, allowing access to facilities such as church, school, community centre, pub for residents crossing north to south. It would also provide safe crossing places for those using public transport, particularly school children.
Map taken from NYCC Definitive Maps



Left. Street view of suggested crossing point, matching arrow as above

Below. Photo shots of A63 from east and west approaches suggesting ample lines of vision for crossing requirements.



March 2023



Village Survey to assess the need for a pedestrian crossing.

Monk Fryston Parish Council

Village survey

To assess the need for a pedestrian crossing

Introduction

During March 2023, Monk Fryston Parish Council conducted a village survey to assess local opinion on road safety and the needs/vulnerabilities of the community.

The survey was available to complete either online (via a Google form) or in hard copy (via a paper survey distributed to all households with the Parish Council's March 2023 newsletter).

A total of 151 responses were received (115 online and 36 paper copies). This report collates the answers from all 151 respondents and presents the results.

Note: not all respondents completed every survey question.

Headline results

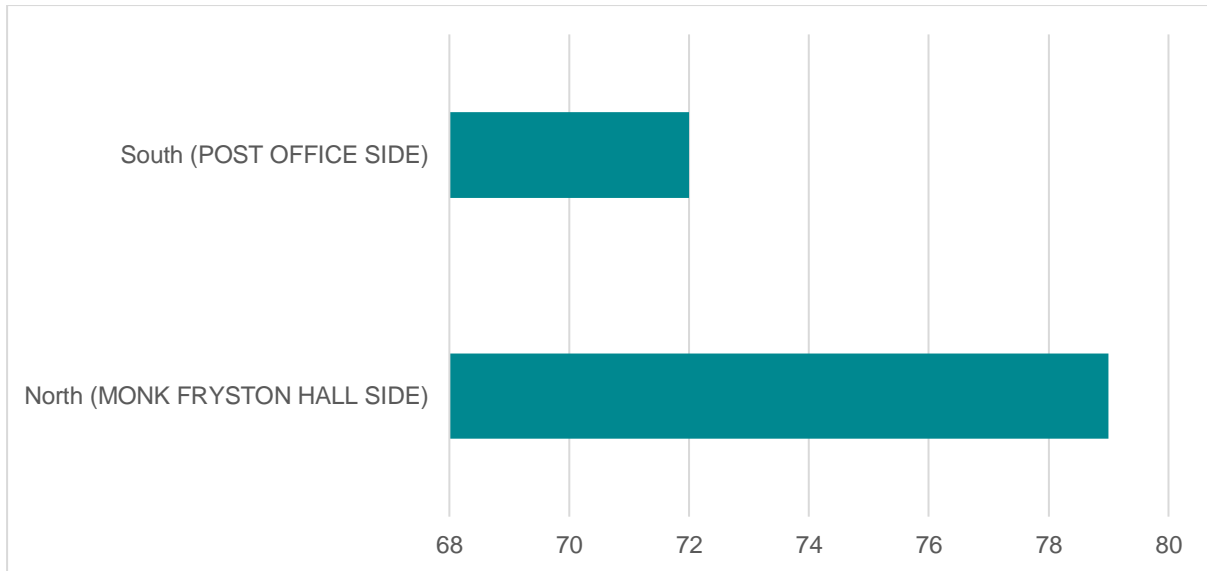
Notable results include:

- 20% of respondents have an impairment to their mobility
- Crossing the A63 is essential to the daily routine of more than 60% of respondents
- Over 40% of respondents have had to change their lifestyle to avoid attempting to cross the A63
- 97% of respondents feel unsafe when crossing the A63
- 99% of incidents/near misses have not been reported

Survey results

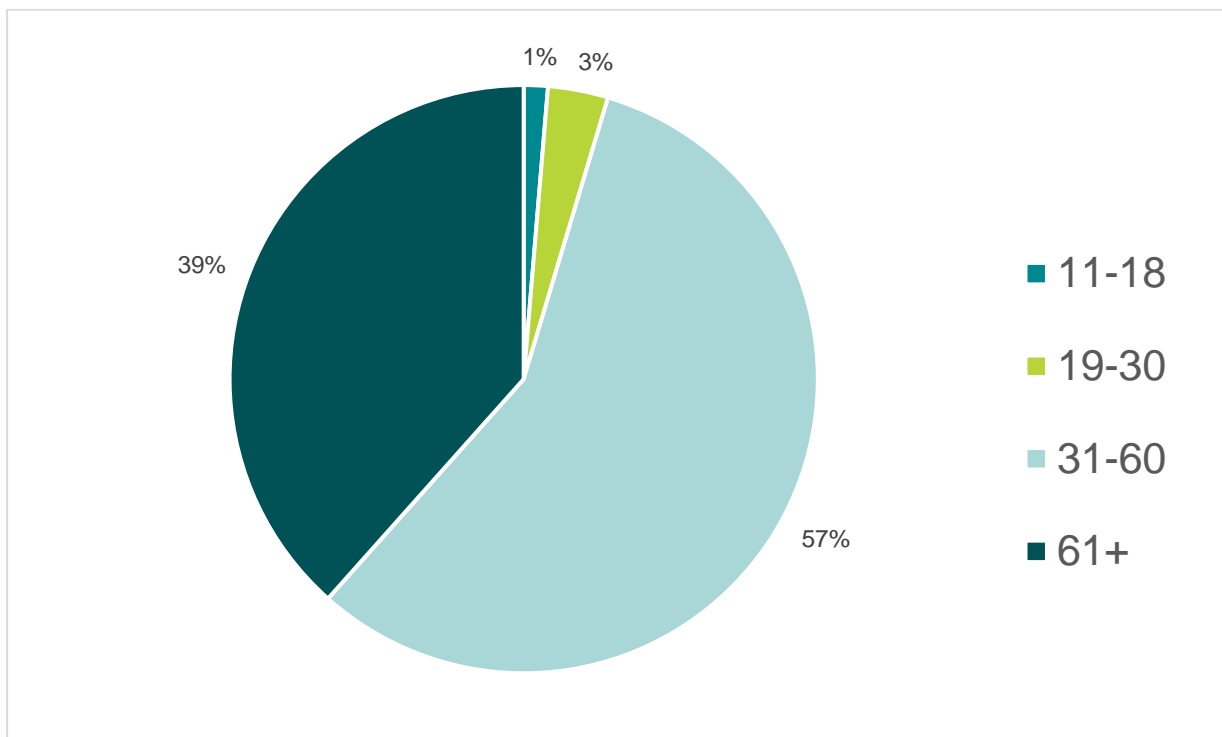
Question 1

Which side of the A63 do you live on?



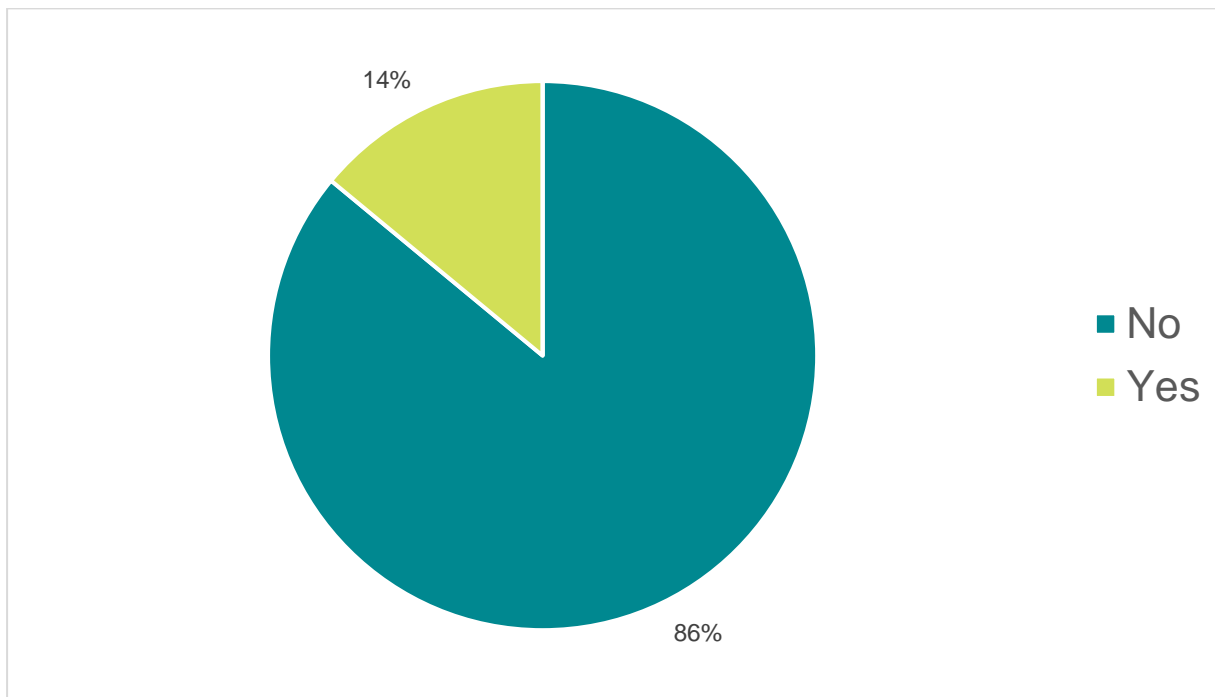
Question 2

What is your age group?



Question 3

Would you consider yourself to have any condition which impairs your ability to assess oncoming traffic such as impaired hearing or vision? Please provide further information if you wish.

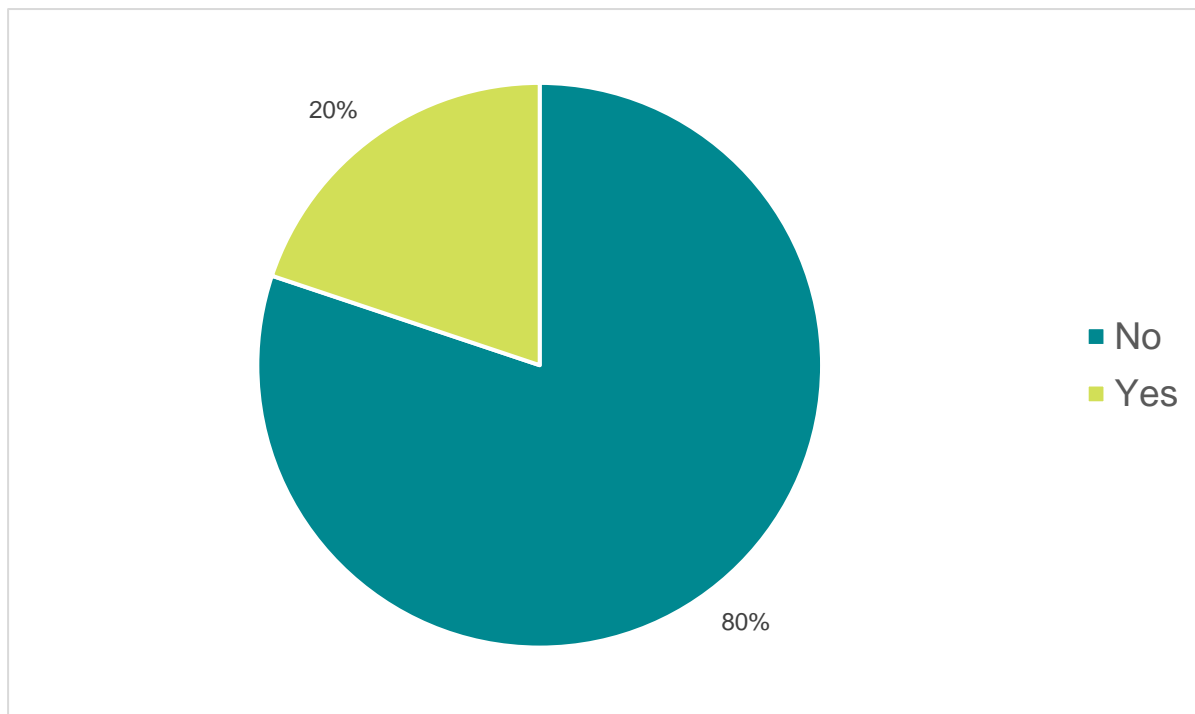


Free text responses (further information provided by respondent):

bad eyesight and hearing
Physically slow walking and anxious about falling due to hip replacements
It would had Safety to people crossing the road to go to the shop .
Hard of hearing. Both myself and my husband.
Impaired vision
Impaired hearing
I have impaired vision and awaiting 2nd knee surgery
I cannot see around bends! With the advent of electric cars/hybrids it is not always possible to hear cars coming. if you cannot see around bends it is difficult to assess if anything is coming. Also nothing travels at 30mph or below unless a police car is present with a speed camera!
Eyes affected due to ADEM diagnosis
Wear glasses and use hearing aid
Disabled - use a walker
Can't walk fast
Old age
Down's syndrome - learning disability
Difficult to see around bends
Impaired hearing
Impaired vision and walking with a stick

Question 4

Would you consider yourself to have any impairment to your mobility such as a past injury, medical condition, disability? Please provide further information if you wish.



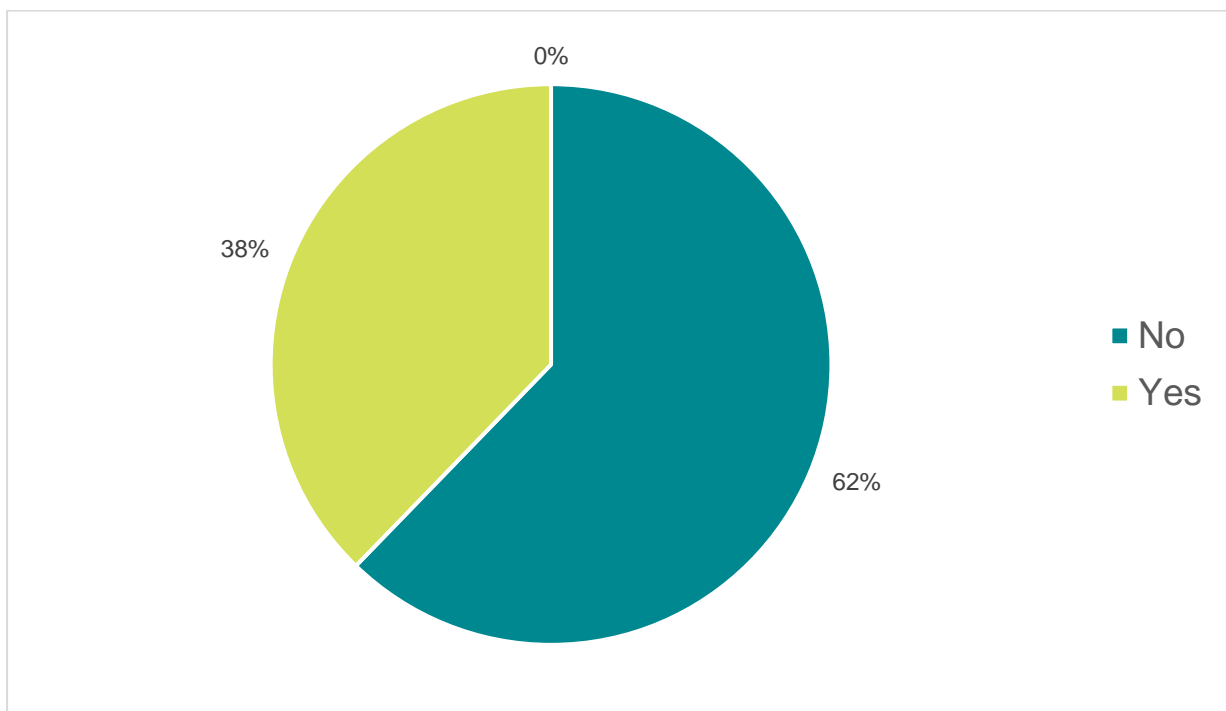
Free text responses (further information provided by respondent):

Heart Condition
Walking impaired by a stroke
I have a fake leg (internal) and so cannot move fast. It has caused a few close calls when crossing in Monk Fryston
Mobility issues
Two hips and one knee replacements. Rheumatoid arthritis. Use a stick when crossing roads.
Reduced mobility due to osteoarthritis and knee replacement
Lower back problem, preventing me from running fast
Fractured vertabrae that reduces mobility
Patella femural syndrome
Arthritis in one knee
Age, therefore not as fast as I used to be!
Knee repairs
hip replacements
Heart condition
back problem so cannot run across the road
Broken leg some years ago means I don't walk as fast as needed to cross the road esp at busy times.
Arthritis in knees and hips
Walk very slowly
Mobility impaired by old age

Arthritis
I do not, but my 5 year old daughter is registered as a disabled child with impairment to her mobility
slower due to age
Age related mobility. Now 74. Cars move more quickly than me
I walk with the aid of a stick

Question 5

Do you need to cross the road with children and/or pushchairs/wheelchair? Please provide further information if you wish.



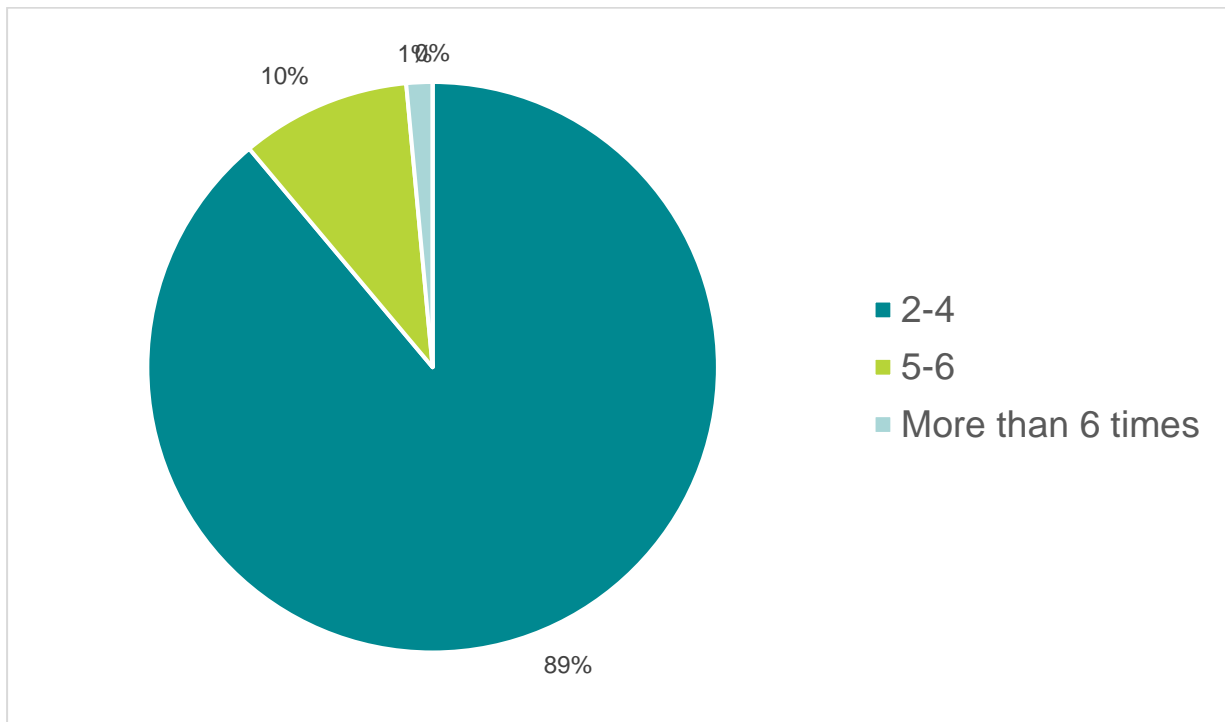
Free text responses (further information provided by respondent):

Two year old. Have been trying to cross with her since she was a baby 😊
2 small children & a pushchair
Walking the dogs and with 5yr old when out walking. Wife also crosses with horses.
Child aged 10 as darent let her cross by herself
To catch the bus to school
Grandchildren and a bicycle.
My daughters have to cross everyday for school
to visit post office
2 children and 2 dogs
Children need to cross for busses and Monk Fryston primary
Children
Not listed within the question, but I regularly cross the road from Water Lane onto Fryston Common Lane and back on horse back, and feel very vulnerable.

We regularly cross the road at a weekend to go for family bike rides and/or walks around the back of monk fryston hall. We have 3 children so this can be difficult when they have their bikes or even just walking.
With Grandchildren to take them to school
I need to cross to take my child to school and clubs at the busiest times of day. Can sometimes take 5 minutes before it's safe to cross.
Walking my Grandson home
It is so dangerous having to cross the road with a pram, also the lack on drop curbs to push the pram onto the curb out of the way of speeding traffic.
I have a four year old and the lack of visibility combined with speed of vehicles makes crossing terrifying. I drive to her nursery to avoid walking across the road
Our child has to cross the road on her own after school as she is dropped off on the North side of the road and we live on the South side of the road. There are very little safe crossing points with good visibility.
I have two small children and we find it increasingly dangerous to cross the road to walk to see friends and to go for a walk.
Regularly cross with a child and dogs
Family with young children, difficult to cross the road visiting friends and going for walks.
I cross regularly with my youngest and my 14 year old crosses from north to south every school night.
Pushchair as I have a young child
Children
Cross with grandchildren who live On opposite side of A63. This involves a push chair and dog or upto 3 children one with a physical disability.
Have young grandchildren
child aged 7
Grandchildren and large dog
To take Grandchildren to school
2 young children (1 preschool, 1 primary school), plus two other primary school children 1 day per week
My Grand children are regular visitors and park on the square so they need to cross, I excort them because it is so dangerous
Talking my Grandchildren for walks in the village
When my granddaughter comes to stay we need to cross the road to get to her parents car. It can take some time
Grandchildren when they visit weekly
Walker
Shopping trolley
Walk with walking stick
Currently pregnant - children/pushchair
Take my daughter to primary school
I have three children, ages 7, 4 and 1. Two of my children attend Monk Fryston Primary School. My oldest child has a physical disability, and my youngest is quite often in a push chair. We cross the road multiple times daily.
wheelchair, children and pushchair used to cross on a daily basis
Not recently but when kids younger
I am a mum and childminder and often cross the road

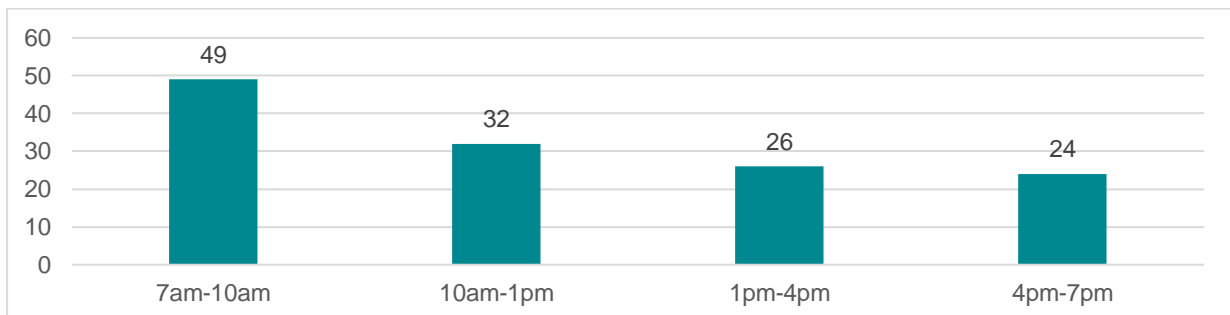
Question 6

How many times a day on average do you cross, on foot, the A63?



Question 7

What time of day are you most likely to need to cross the A63?



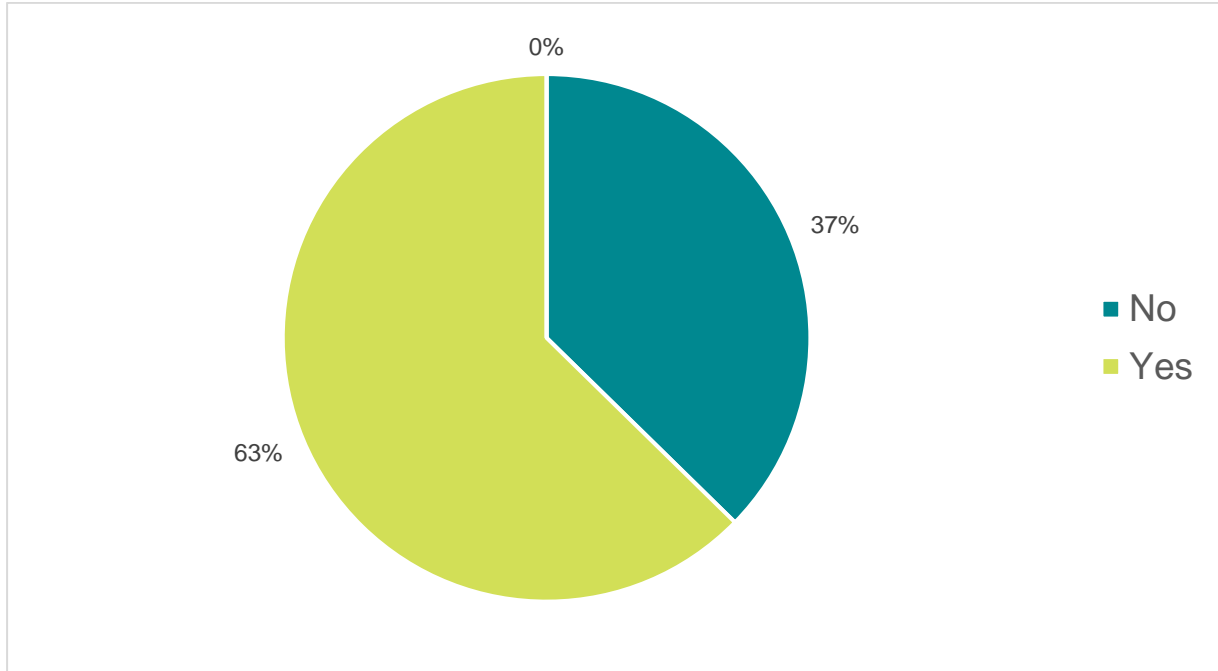
Other responses:

Varies
8:30am 3:30pm and 3:45
8:40, 9:00, 15:20, 15:40, 18:20 and 20:00
Varies, throughout the day
After 20.0 when the road is quite, to post letter.
Varies; shop/church times
Both 7-10 and 4-7
Varies throughout the day to access bus stop, post office and areas south of road for walking
all times of the day during the school holidays

all times

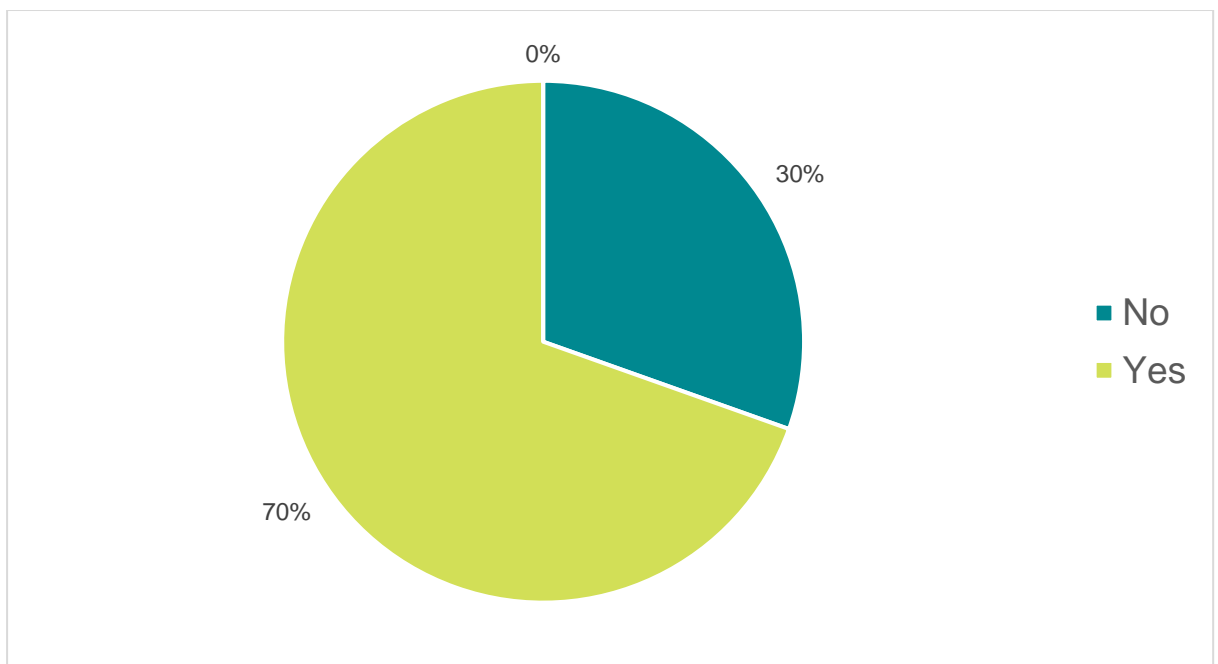
Question 8

Is crossing the road essential to your daily routine?



Question 9

Do you cross the road to access facilities such as bus stops, church, shops, school?
If so, provide further information if you wish to.



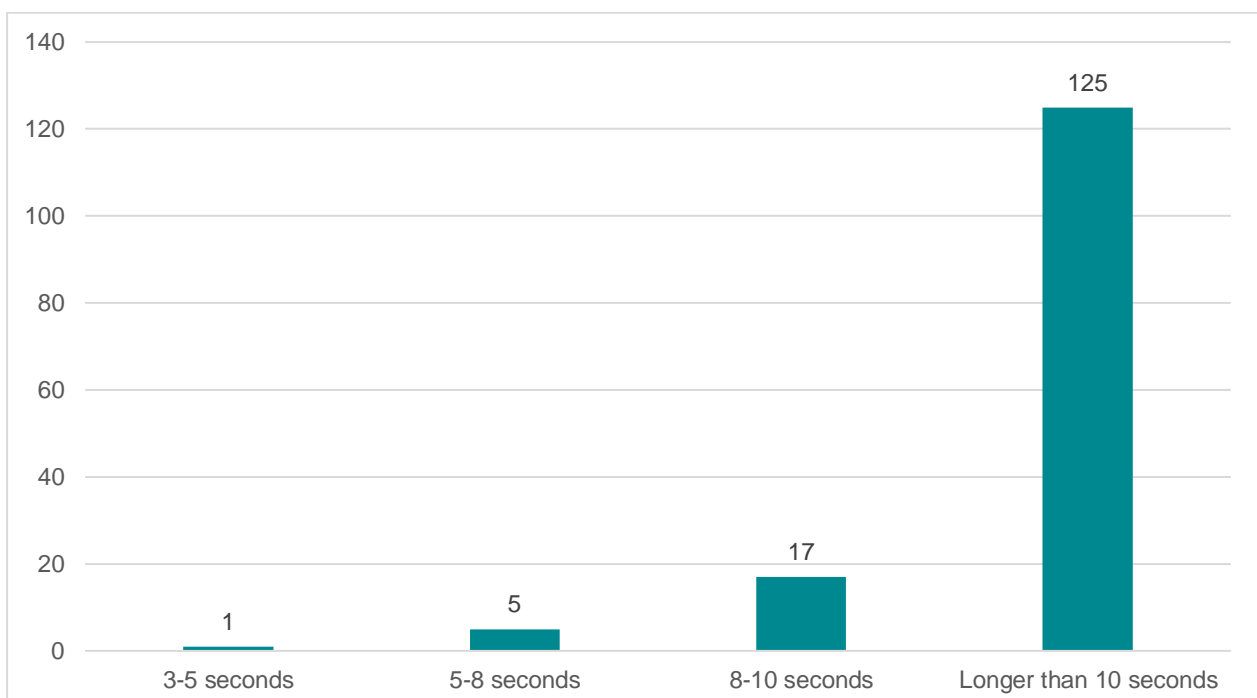
Free text responses (further information provided by respondent):

Bus Stop and Neighbours
Crossing road to go to Post Office & walk up to Hillam
Access to the shop and Water Lane into the village and Hillam.
To visit the post office and also cross the road when walking my dogs
Bus, post office and dog walks
At least twice a week I visit the Community Centre as well as the post office, church and School
Going for a countryside walk
shop, getting home, bus stop
All the above
Community centre
School bus to Sherburn
We shop at the post office to support our local businesses and I get the bus to Leeds in the morning by the cross keys
Shop and the school and community centre
School, dog walk, local shop/post office
Post box
To get home from where the school bus drops her off.
Post office
Unfortunately I live near the bus stop on the north west side of the A63 where the school crossing patrol was when we had one, and often cross the road there to get to the church during the week, carrying flowers/foilage etc.for flower arranging. If we get a crossing I think it will be more likely to be near the shop and so I think a 20 mph speed limit through the village is needed.
Using the bus service we have to cross the road and walking the dog
Bus stop
Bus stop ,shops,chuch ,community centre
Bus stop
Going to the shop and pub
Post Office and Monk Fryston Stoves. I also have family on the South Side, up Water Lane
Svhool
Bus stop for work
school
post office and bus stop
To access bus to Selby and visit friends
Church
Local shop
I cross to the shop / post office, dog walking and to the Crown public house.
Post office and school
Accessing bus to Selby
Bus stop, post office, Hillam and other areas south of A63 for walks
have to leave home a good 10 minutes earlier than is necessary to cross for a bus to enable there in time. Also cross regularly for provisions from the post office
Post box at top of deer park court. Public footpaths for dog walking
All of the village facilities are on the opposite side of the road to where I live.
Post office

Part of my rehab and to access the doctors and post office
Shop & Post Office
We need to access shop, bus stop and community centre and from time-to-time the Crown pub and Cross Keys hillam
The Crown pub, bus stop towards Leeds, shop, community centre, going for general walk
Church, shops, walking the dog
Post office, pub, church, Hillam
Bus stop
Bus stop
school
School, community centre, playground, post office, church
bus stop, post office and shop
school, post office, community centre, pub in Hillam, visiting friends and exercise
shop for newspaper
Bus stop and walking
shop
Doctor surgery, post office
post office and doctors
bus stops
to use public transport
shop, bus stop
the road is our link to the community

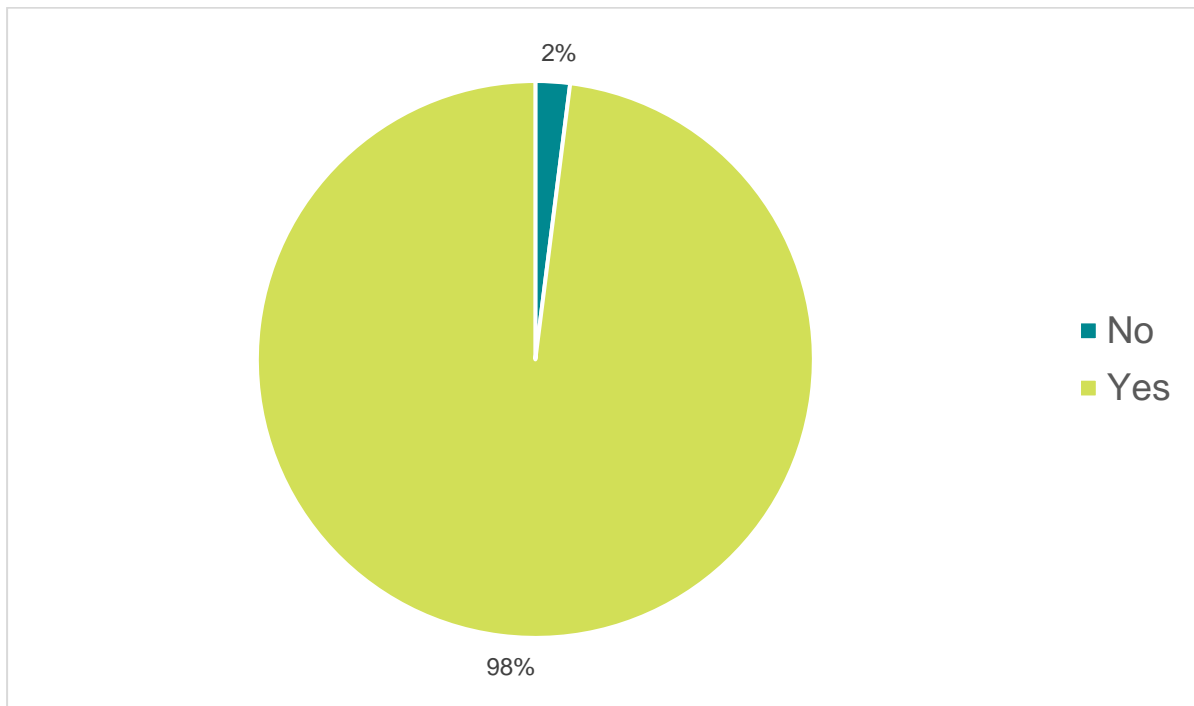
Question 10

How long on average, in seconds, do you need to wait for a gap in traffic before crossing the road?



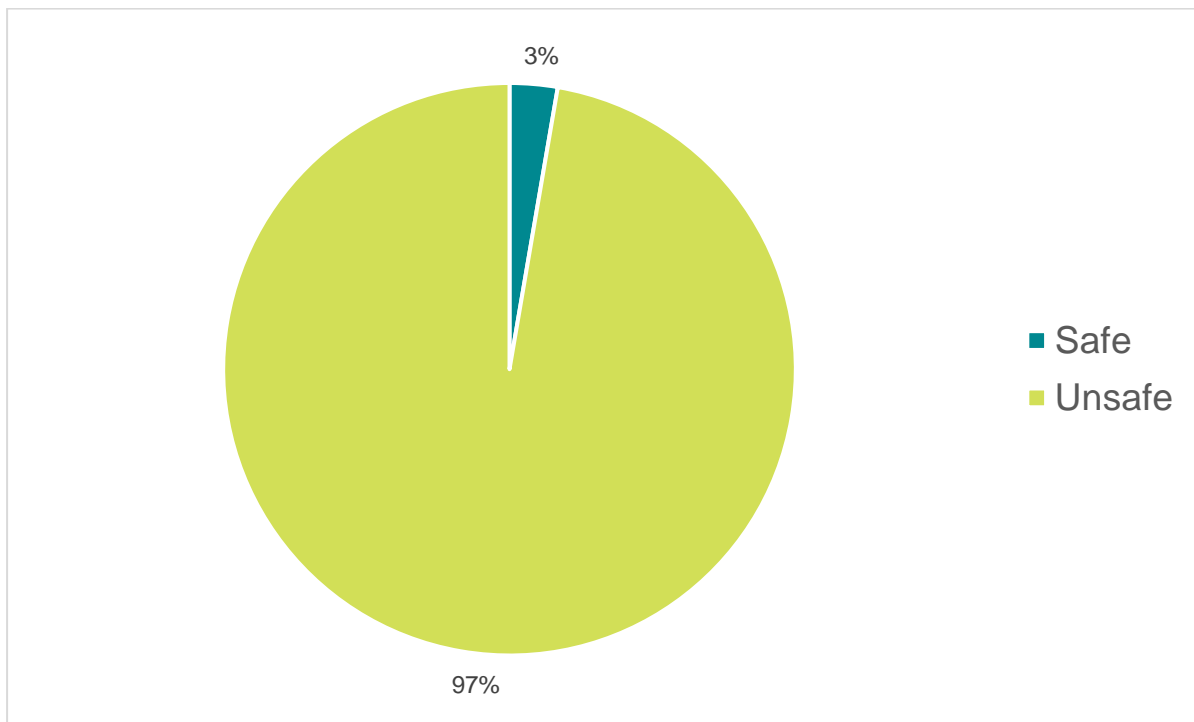
Question 11

Do you feel the need to increase your walking speed to cross the road?



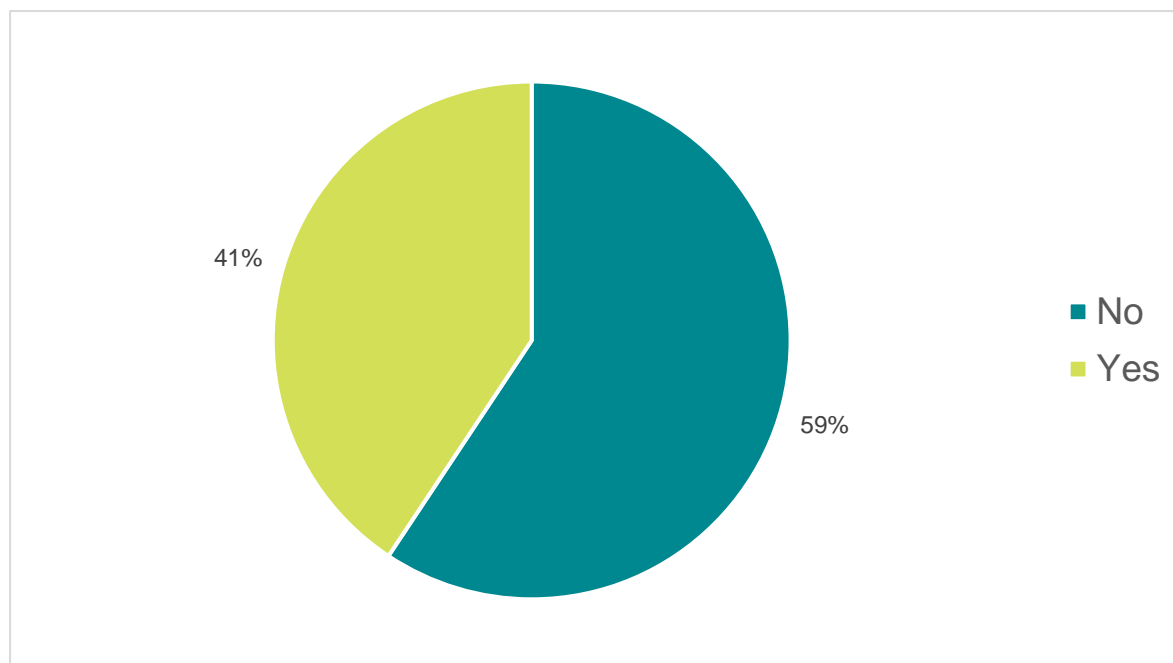
Question 12

How safe do you feel crossing the road?



Question 13

Have you in the last three years had to change your lifestyle to avoid crossing the A63? Please provide further information if you wish.



Free text responses (further information provided by respondent):

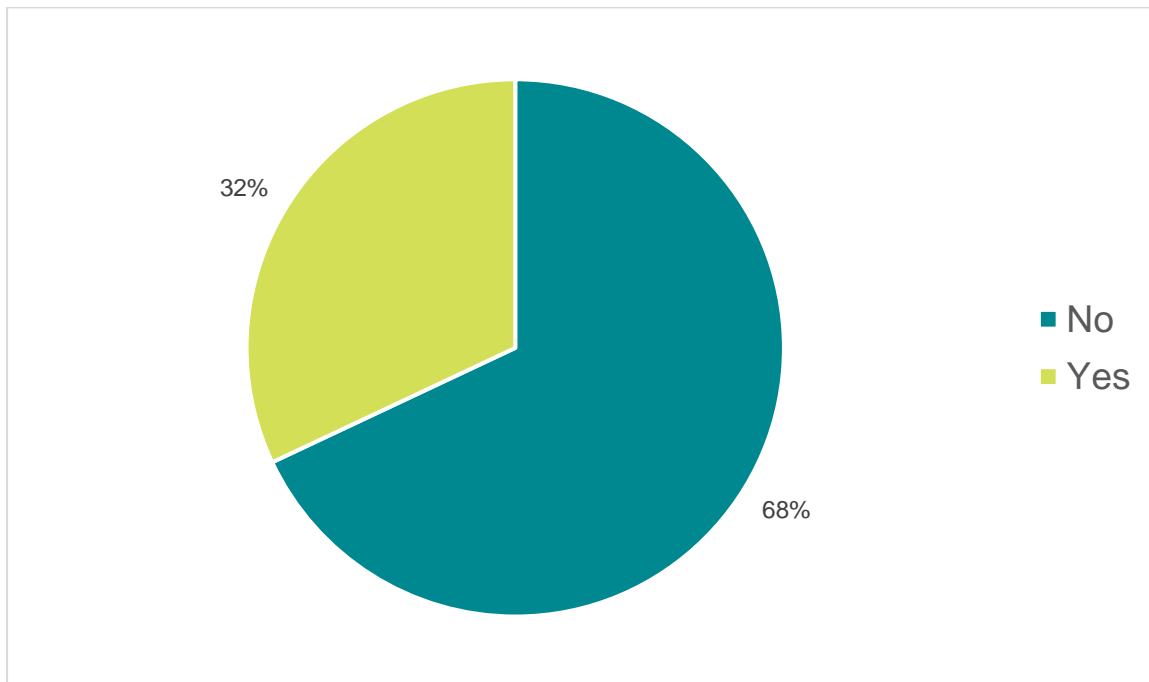
Set off earlier to pick my daughter up from childcare as sometimes it takes 5/10 minutes to safely cross
To access the shop and Hillam I now cross further along the A63 towards the cemetery after the recent accident when someone was hit by a car. Most days I attempt to cross on my bicycle. I frequently get stuck in the middle of the road with lorries under taking me on my left side and oncoming traffic failing to stop to allow me to cross. Often up to six vehicles will pass me on my right side. Oncoming traffic are often so close to my right arm which is indicating that I have to pull in towards my body.
Choosing a different route to walk my dog when it is rush hour to avoid having to cross the road.
Tend to not walk my dogs at the other side of the road so limited to MF Hall side
Not to avoid but to walk further for a safer place - no where is safe
Try not to cross the road during peak traffic hours
Try to avoid peak traffic hours and school hours
Drive child to school
avoid rush hour as it can be impossible to cross unless traffic stops to let you cross
We have had to reduce shopping at the post office and divert our dog walks so that they no longer cross the road. We now drive to places that we used to walk to as it's safer.
Sometimes take the car as its easier to get across the road
Avoid family walks and cycling in that area

I drive when I have my 4 year old as it is unsafe to cross with her as she can't walk fast enough to get across safely
Change running, cycling and dog walking routes
I don't use the village shop and try to post letters elsewhere
Changed dog walking route
Try to avoid times around peak traffic/rush hours AM/PM. As you are taking your life in your own hands trying to cross at those times
I like to exercise and run there are times when I avoid the A63 because it's so busy this impacts on a safe circular route for my running.
Avoid crossing during commuter times when traffic entering and exiting Water Lane takes no notice of pedestrians.
Had to ensure children had to cross road so could not let them walk alone
Avoid the junction and road by driving out of the village in a different direction.
Drive instead of walking
Take different walking routes around the village that avoid ones on the Monk Fyston hall side
So very difficult to find a gap big enough at any time of day to cross without the need to jog, so if you can't jog pretty tricky.
I plan to cross and on occasion it's just too busy
Would rather get a lift to work than have to cross a very dangerous road driving as feels safer
Visiting other parts of the village, is sometimes avoided!
Walk the dog this side of the road now
Often taking the car as it's easier
I avoid crossing the A63 as much as I can. I visit Selby less as a result.
used to walk regularly in that direction..now i feel safer staying on my side. i find it easier to cross the bypass from the garden centre to south milford as it is straight and you can see.
For dog walking in the morning (8am) I don't bother trying to cross the A63 as it's too dangerous
Time to cross the road can easily be over a minute at rush hour - a very long time for young children to stand still and pay attention. Some drivers are aware of the difficulty and stop to let you cross, but cars coming in the other direction do not always notice and/or do the same. This can make it more dangerous, as people (especially children) are likely to step out if they see the car in one direction stopping to allow them to cross.
I have had to not park on the square if I feel the traffic is very busy
I will not try to cross between 16:00hrs and 18:30hrs because it is so dangerous
i'm not able to visit my friends who live at the other side of the road. or easily get to the other villages such as south milford
I set off earlier for work as it's difficult getting out of the Junction from Monk Fyston Common Lane to go West onto A63 due to the volume of traffic.
Sometimes I drive to the post office to save me having to cross the road. It's only a very short walk from my house and seems ridiculous but it takes so long waiting for a gap in the traffic it's just safer to drive.
Sometimes use the car
Use my car if I need to cross the road
Try and avoid crossing the A63 during peak times - mornings and evenings
In busy times adjust desired dog walk or use car

Much busier and dangerous so try to go at quieter times
Use the car to visit the doctors and post office
to catch bus have to leave home earlier
I use Sherburn scheme for some journeys. Extra expense
I often choose to drive the short distance to school to avoid crossing the road

Question 14

Have you at any time in the last five years had an accident or unsafe incident that was a danger to your health while crossing the road? Please provide further information if you wish.



Free text responses (further information provided by respondent):

Not quite but numerous times I have had to run because visibility is awful even if I move to a better vantage point.
As previous answer.
Always Need to hurry to get across safely, which at 78 is dangerous in itself.
Often have to run across the road because of traffic (usually doing above 30mph too)
Cars/lorries travel too fast. In several occasions I have had to run while crossing.
A car overtaking a lorry didn't see pedestrians
Cars sometimes need to stop because I am so slow
Motorists regularly beep their horn as they do not wish to slow down
Always feel extremely unsafe
Numerous times have got the centre and had to retreat when a car comes around the blind corner near the post office at speed. Also dangerous incidents when driving during right turns from the A63 towards Hillam.
strangers dog ran off and had to stop traffic feared for my life
Car driving into us nearly, due to high speed.

As listed above I regularly cross the A63 on horse back and have had a number of near misses, especially trying to cross from the north to side of the road to the south (water lane blind corner), I feel it's only a matter of time before something worse happens.
Speeding vehicle around the bend made me run across the road
As a tall person I do not have much space when crossing near the bus stop (thin pavement) and when pausing to look for a space I was clipped by a truck wing mirror. Nothing bad, but it spooked me for a while
Cars have had to stop to allow me to cross , as i have been too slow to get fully across the road.
Speeding car slammed on
several times had to run or stop crossing to avoid speeding vehicle. Trying to exit Fryston Common Lane turning right in car sometimes impossible and have to turn left then turn around and reverse direction further down road. Also vehicle parked outside cottage opposite the Crown creates danger for cars and especially pedestrians whose vision and visibility to vehicle drivers is impaired
I had to run across the road, as a car came round the corner too fast and I tore my calf muscle
A car swerved on top the opposite side of the road as they came down the road and hadn't seen myself & others were crossing.
Quite a number of near misses where misjudged the speed and visability of the on coming vehicle has been poor
Falling whilst try to hurry across the road.
I had to run to avoid a fast moving car
Speeding vehicles
On several occasions I have had incidents in my car when turning right out of Fryston Common Lane onto the A63. The road has been clear and as I pull out I have had to brake sharply as cars travelling over the speed limit come round the corner passed the post office into my path. I have also witnessed several incidents when school children have clearly become frustrated when waiting for a break in the traffic and taken matters into their own hands and run across the road when there hasn't been a safe gap in the traffic.
Cars have had to stop for us to cross
Difficult to anticipate vehicles whose speed often exceeds 30 mph meaning have to run to get away from oncoming traffic. Vehicles turning right into Water Lane and also Lumby Lane create tailbacks making crossing difficult.
A lady sped around the bend when i was part way across. I had to run unsafely across. She actually stopped and assured me she was only doing 30mph but asked if i was ok and apologised for not seeing me. Unsurprisingly she too couldnt see around bends
Near miss with pushchair
I live only a few hundred metres from where speed goes from derestricted to 30. A car had to brake hard to avoid hitting me as he was coming over the railway bridge way in excess of 60mph, in the 30 limit
On a number of occasions, trucks, cars and motorbikes have come from Water Lane or the Post office far too fast and blasted the horn because I was in the road crossing.
Many times cars come from Water lane too fast or down the hill, especially trucks.
I have suffered verbal abuse and car horns for being in the road when motorists come around the corner of water lane too fast and are surprised to see someone crossing

the road. I am not older or impaired so I cant imagine how hard it is for the elderly or the young
Several times I've had to run because of speeding cars. One incident involved my dog as I was hurrying to cross with her with someone speeding through the village and she froze
On a number of occasions, I have crossed the road to get to the Shop only to be stopped in my tracks in the middle of the road or had to run to avoid the Car/Lorry.
Tried to cross and hd to return to pavement. Car then stopped and waved me across
Have seen near misses
The A63 poses a danger to my family on a daily basis. I fear for the lives of my children every time we cross the road. It is difficult to find a spot with sufficient visibility and time to cross safely. This is often exacerbated by vehicles travelling at high speeds and by commercial vehicles/HGVs/lorries stopping/parking along the pavement. Our family has not been involved in any accidents, but there have been many close calls with vehicular traffic. We strongly support a lower speed limit and installation of a pedestrian crossing.
Speeding drivers over 40mph
vehicles driving too quickly whilst crossing with children. I have also had to deliver first aid when a neighbour has been hit by a car - I did not report this but I assume someone else did? Police speed cameras are great, but cars flash others to slow down. Traffic speed reduces considerably when the camera van is out.
Once tripped running across due to speed of lorry
Traffic had to slow down to stop to enable me to cross
Crossing the A63 at the junction with Water Lane is very risky. The volume and speed of traffic around the blind bends makes crossing for pedestrians very dangerous. I've had several near misses!
Cars speeding up as you cross the road

Question 15

Did you report the incident?

