

Analysis of Vehicle Speeds at The Kell in Flaxton

Recorded by North Yorkshire Council (NYC) between Wednesday 23rd April and 29th April 2025 after several vehicle speed and noise complaints by villagers and Flaxton Parish Council

Results summarised and interpreted by Flaxton Parish Council from several spreadsheets provided by NYC.

Discussed at the Parish Council meeting on 16th October 2025

After several reports of vehicles travelling at excessive speeds through the village, North Yorkshire Council (NYC) installed a speed tube to monitor traffic levels and speed at the The Kell in April 2025. NYC provided summarised results from the survey from which Flaxton Parish Council has produced this report.

A summary of the findings are provided below followed by an action plan and then more detailed results and commentary.

- The speed of 16,281 vehicles was monitored by North Yorkshire Council at The Kell for a whole week starting 23rd April 2025.
- On average, 2,500 vehicles passed there each day with a peak flow of around 200 vehicles per hour.
- 60% of vehicles were Light and Heavy Goods Vehicles (Commercial), 31% were Cars, the rest motorcycles, bicycles or ones that could not be classified.
- The average speed recorded was 31.5 mph; The average northbound speed was 32.8 mph and southbound 30.2 mph.
- On average, 57% of vehicles (3,935) exceeded the 30 mph speed limit; 62% of Commercial vehicles and 50% of Domestic ones.
- 24% of vehicles exceeded 35 mph, the speed at which an indictable offence would have been detected by a Safety Camera Van; 30.4% of northbound vehicles and 17% of southbound ones.
- During 2025, a Safety Camera Van (SCV) has attended Flaxton on average 9 times per month for on average an hour each visit. The SCV attended at the Village Hall once for a half hour during the monitoring period and referred one motorist for a Speed Awareness Course.
- Average speeds were noticeably slower when the SCV was in attendance particularly northbound ones which the van does not routinely monitor.
- North Yorkshire Council Road Safety Team accept that there is a problem with speeding in the village.
- However, NYC do not consider it to be a high priority compared to other places due to there having been only one recent minor accident.
- Conventional speed reduction measures such as road narrowing or chicanes would not work, and speed bumps would be noisy and unpopular and recommend continued attendance of the SCV.

Flaxton Parish Council discussed the findings at a meeting on 17th October 2025 and noted the limited speed reduction measures supported by North Yorkshire Council in their response to the survey (see final slide).

Several actions were suggested and will be progressed along with ones provided by villagers over the next few months.

- Consider improvements to the speed signage at the entrances to the village in conjunction with NY Highways:
 - Painted 30 mph warning marking on road surface
 - Painted surface/rumble strips before 30 mph zone
 - Additional Community Speedwatch signage as per Claxton
- Meet with the Safety Camera Team to discuss findings from the survey:
 - Encourage attendance on busier days and at different times when the survey suggests speeding is more prevalent
 - Agree new Safety Camera locations in the village from which to monitor traffic speeds in both directions
- Report persistent speeders to their employers when they can be identified from vehicle livery
- Investigate the feasibility of installing Speed Matrix Warning Signs:
 - What is allowed by North Yorkshire Council?
 - What are the costs involved? (NYC will undoubtedly want to specify equipment and control its locations and installation)
 - Availability of grants towards Speed Matrix Signs? (A villager is considering contacting the NY Mayor)
 - Cost if to be met from Parish Precept and direct impact on villagers' Council Tax?
- Repeat the survey at the south end of the village as the April 2025 one provides only a partial insight into speeds in the village
- Lobby for more effective speed reduction measures:
 - Fixed Speed Camera
 - HGV Vehicle Weight Restrictions for 'non-local' traffic
 - Note that a "Twenty's Plenty" initiative is unlikely to gain traction as NYC has suggested we are fortunate to have a 30 mph and not a 40 mph speed limit

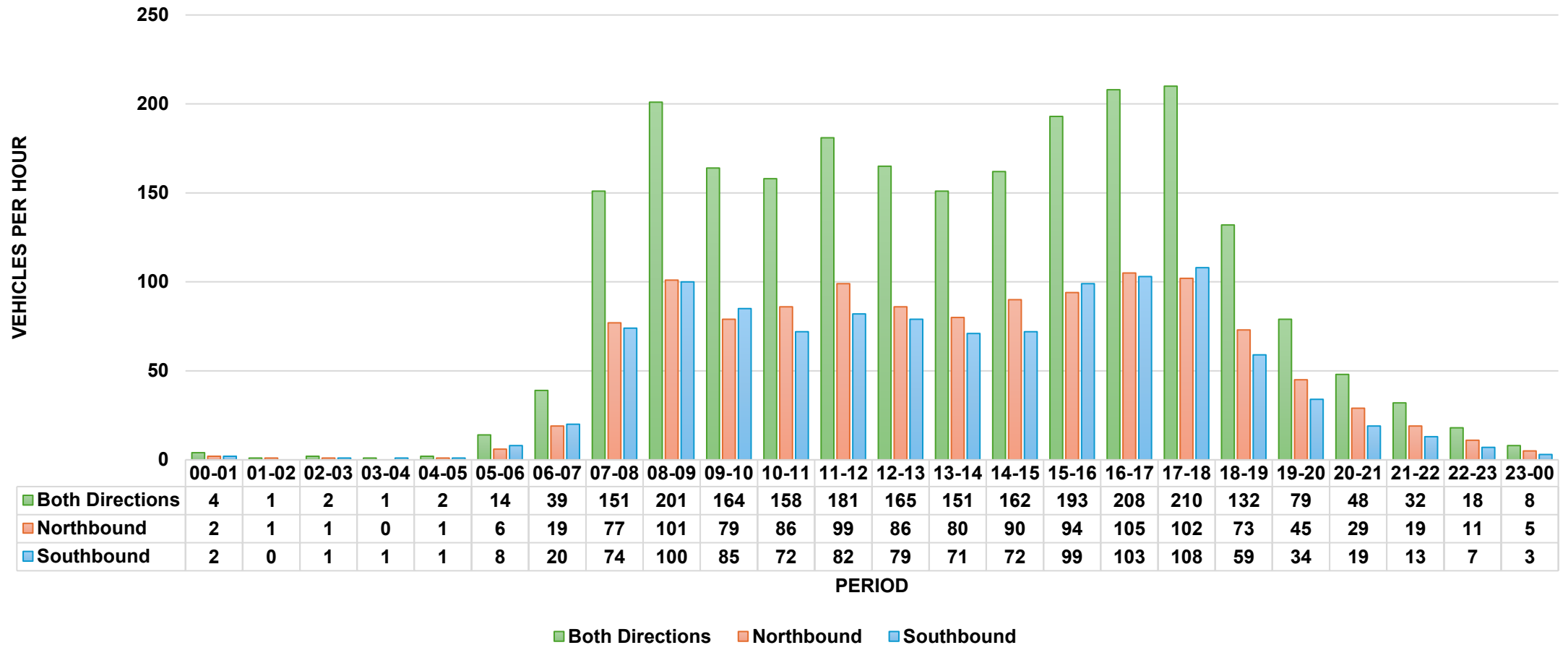
Speeds were monitored by North Yorkshire Council (NYC) close to The Kell (specific location in the picture below) at the northern end of Flaxton over the period 23rd April 2025 to 29th April 2025. 16,821 vehicles were logged in this period.

NYC has provided some summarised speed related data which we have presented herein. We asked NYCC for their conclusions from their analysis of the speed results which are shown at the end of the presentation pack.



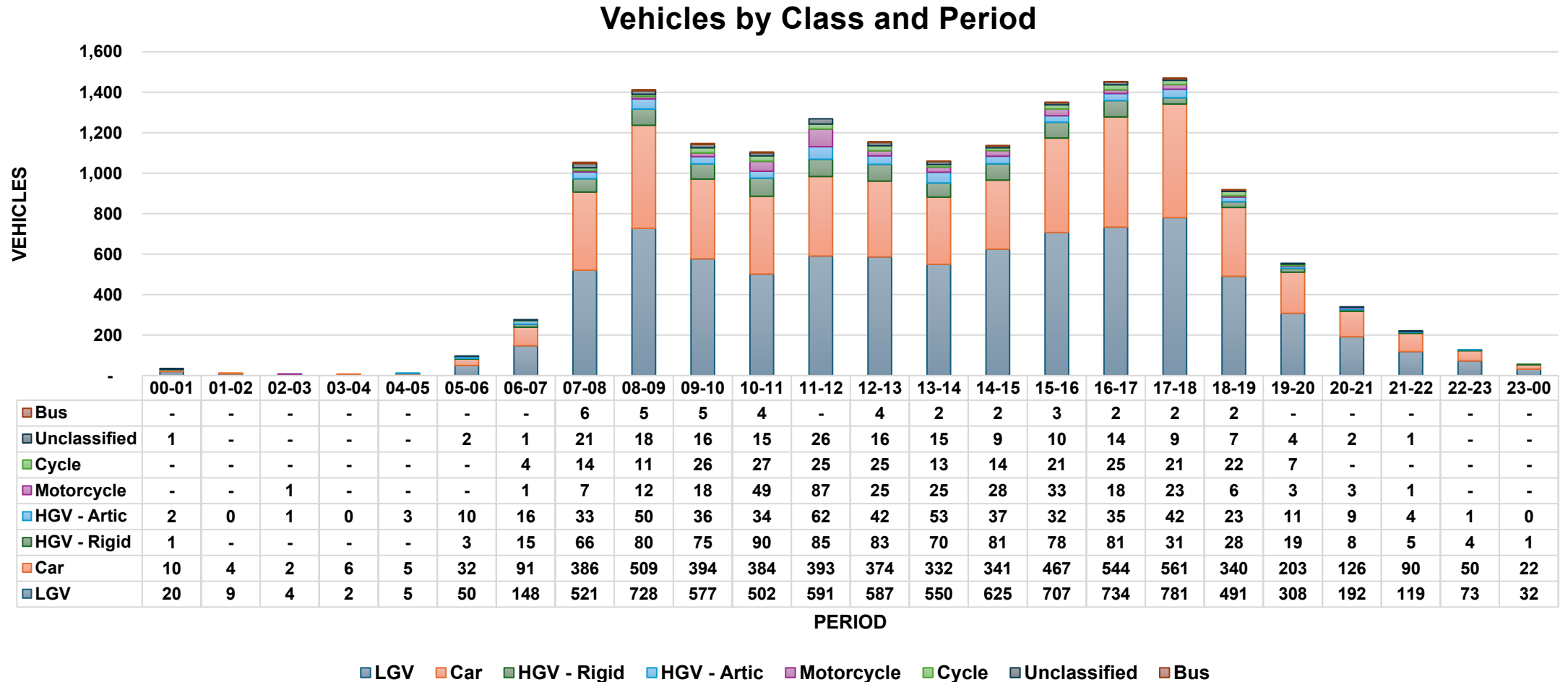
The average hourly vehicle flow in the sample period showed a peak hour of around 200 vehicles between 08:00 and 09:00 in the morning and the same between 15:00 and 18:00 in the late afternoon/early evening. Between these peaks there were between 150 and 180 vehicles per hour. Flows then reduced through to midnight and were negligible overnight until 06:00 when volumes picked up again.

Average Daily Vehicle Flow



The speed tubes provided an indication of the different vehicle types passing The Kell each hour as is shown below.

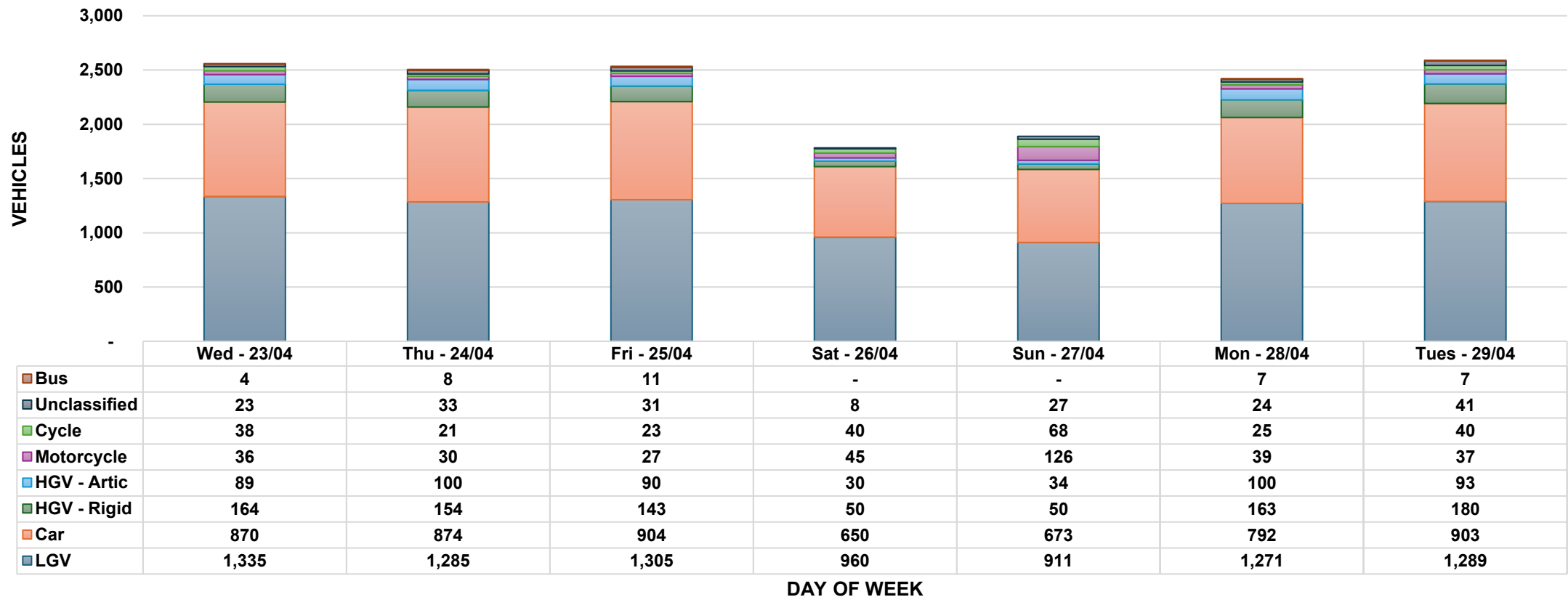
Around 60% of traffic was Commercial; Light Goods Vehicles comprised 51%, Rigid Heavy Goods Vehicles and Articulated Heavy Goods Vehicles were 6% and 3% respectively. Domestic traffic comprised Cars at 35% and Motorcycles and Cycles at around 4%.



Weekday traffic flows were broadly constant at around 2,500 vehicles per day. Flows dropped to around 1,800 and 1,900 on the Saturday and Sunday respectively.

The Sunday (26th April) was the start of a warmer spell of weather, so did the weather encourage more domestic traffic through Flaxton that day, particularly cycles and motorcycles?

Vehicles by Class and Day of Week

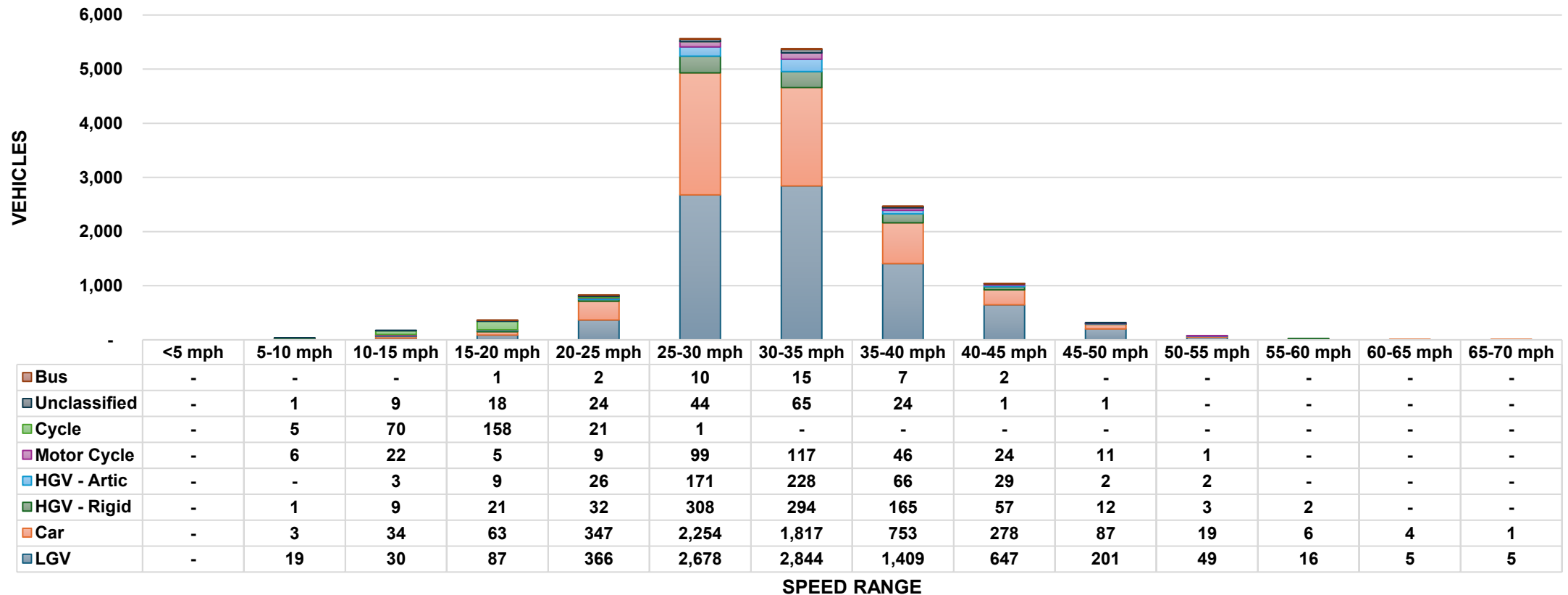


■ LGV
 ■ Car
 ■ HGV - Rigid
 ■ HGV - Artic
 ■ Motorcycle
 ■ Cycle
 ■ Unclassified
 ■ Bus

Vehicle speed range in 5 mph bands is shown by Class of Vehicle in the graph below.

57% of all vehicles (not cycles) were travelling over 30mph; approximately 62% of commercial vehicles and 50% of domestic ones. Typically, speeding commercial vehicles create more noise and vibration than domestic speeders.

Speed by Class of Vehicle

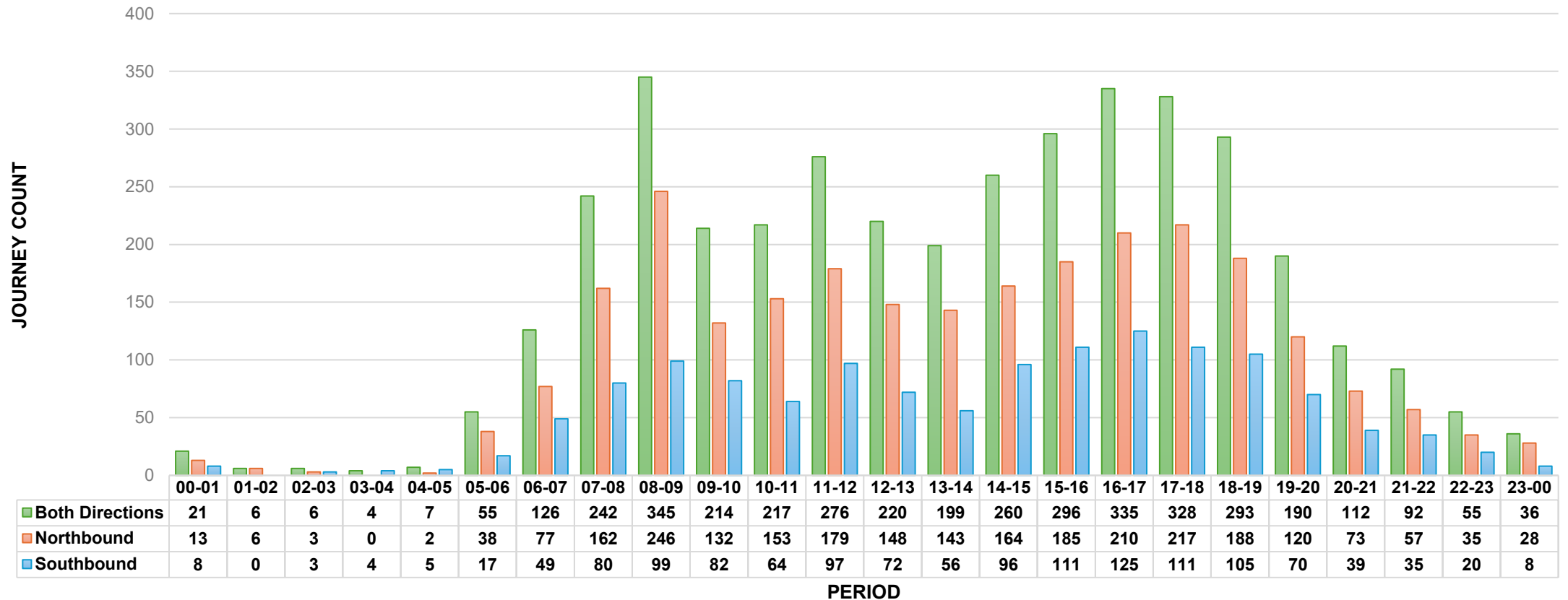


Legend: LGV (blue), Car (orange), HGV - Rigid (green), HGV - Artic (light blue), Motor Cycle (purple), Cycle (light green), Unclassified (grey), Bus (brown)

If the ACPO guidelines in the previous slide had been applied to the 16,281 vehicles observed in the week about 3,935 (24.2%) would have received some form of enforcement. Approximately 30.4% of Northbound vehicles would have incurred a penalty and 17.4% of Southbound ones.

The Safety Camera Vans at the Village Hall typically only monitor Southbound traffic which may explain the difference in North and Southbound speeds.

Journeys Exceeding Speed Limit for Which Driver Should Have Received a Speed Awareness Course, Fixed Penalty or Court Summons



The table below shows the published Safety Camera Van (SCV) Statistics for 2025 to the end of August 2025. A SCV attended the village in one or other location on average 9 times a month for 9 hours in total. However, there does not appear to be any effective monitoring of Northbound traffic suggesting that suitable Northbound monitoring sites are required. (Typically, the Bull Moor Lane camera is monitoring Southbound traffic leaving the village. The Village Hall camera is monitoring traffic entering the village from the North).

Also, there is limited attendance at the Village Hall on a Sunday despite the apparent higher offending rate on that day.

Camera Van Site	Day of Week	Visits	Minutes	SA Courses	FP Notices	Court	Total Offences
Bull Moor Lane, Flaxton Grange, Flaxton	Sun	5	285	10	1	-	11
	Mon	2	99	2	2	-	4
	Tues	8	500	18	-	-	18
	Wed	6	370	35	-	-	35
	Thu	6	380	19	1	-	20
	Fri	8	520	36	2	-	38
	Sat	8	500	23	1	-	24
	Totals		43	2,654	143	7	-
C93 Main Street, Flaxton outside Village Hall	Sun	2	135	21	4	-	25
	Mon	5	254	14	2	1	17
	Tues	5	352	19	5	-	24
	Wed	4	285	29	4	-	33
	Thu	6	315	12	2	-	14
	Fri	3	125	10	-	-	10
	Sat	3	150	7	-	1	8
	Totals		28	1,616	112	17	2

The table shows the Safety Camera Van detected offences by day and month. On average, 4 offences are detected for each hour the SCV is in attendance compared with the 164 hourly average that were committed during the monitoring period.

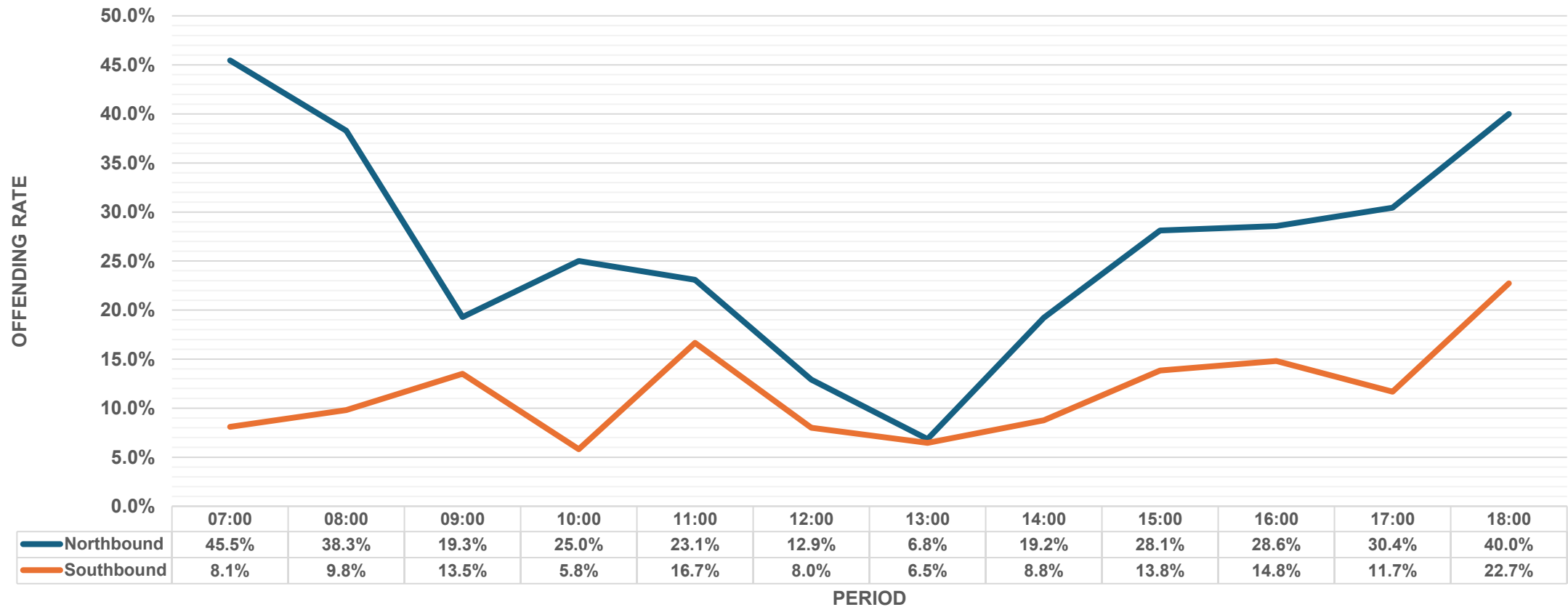
The SCV was only in attendance for one hour on the Saturday of the monitoring period for half an hour between 12:37 and 13:07 when one offence receiving a Speed Awareness Course was detected. See next slide for influence on offending rate.

Site Name	Day of week	Number of Attendances	Attendance Minutes	Total Offences	Detect Time (Attendance mins per Offence)	Jan	Feb	Mar	Apr	May	Jun	Jul
Bull Moor Lane, Flaxton Grange, Flaxton	Sun	5	285	11	26				3		2	6
	Mon	2	99	4	25							2
	Tues	8	500	18	28	5	1		3	4	4	1
	Wed	6	370	35	11	7		4				23
	Thu	6	380	20	19		5		11			3
	Fri	8	520	38	14	4			2	21	3	
	Sat	8	500	24	21		8	9	4	1		
	Total	43	2,654	150	18	16	14	13	23	26	9	35
C93 Main Street, Flaxton outside Village Hall	Sun	2	135	25	5				25			
	Mon	5	254	17	15			17				
	Tues	5	352	24	15			6	8	5		5
	Wed	4	285	33	9		13	11	8			
	Thu	6	315	14	23		3			1		4
	Fri	3	125	10	13	5	5					
	Sat	3	150	8	19				1		7	
	Total	28	1,616	131	12	5	21	34	42	6	7	9
	Grand Total	71	4,270	281	15	21	35	47	65	32	16	44

The graph below shows the offending rate e.g. vehicles travelling over 35 mph on the day that the Safety Camera Van monitoring southbound traffic was present at the Village Hall. The southbound offending rate was significantly lower than the norm on that day, but there is a noticeable dip in the offending rate over the 12:00 to 14:00 period when the SCV attended.

There is a marked drop in northbound speeds at that same time demonstrating that the SCV does curb vehicle speeds in both directions.

Offending Rate on Saturday 26th April 2025 when Safety Camera Van Attended
(between 12:37 and 13:07)



In email discussions with North Yorkshire Council Highways and North Yorkshire Police, the following conclusions have been reached by them from their interpretation of the speed survey.

Their overall view is that little can be done by them to reduce vehicle speeds at this time, apart from a continued presence of the Safety Camera Vans.

1. The Mean Speed over a 24hr period is shown to be 32.8mph Northbound and 30.2mph Southbound, which are not considered excessive.
2. In terms of speed reduction measures I regret to inform you that we currently have no plans to change anything at this location at present.
3. Our Road Safety Team monitor all reported injury collisions and then direct their resources to those sites with a high history of collisions. There has only been one recorded personal injury collision at this location in the last 4 years, and this was in 2021 when an inexperienced motorcyclist fell from his bike leaving the York Road junction. As such Rice Lane does not feature on their (The Road Safety Team) lists.
4. From a Police perspective we already have 2 Safety Camera Van sites in the village and by the 22nd of April there had been 33 deployments in the village in 2025, on top of 92 in 2024, I don't have any more up to date figures.
5. There is no doubt that there is a speeding issue in the village particularly at the Rice Lane end, my view is that this is because there is very little development, and mostly only on one side of the road, it's a straight road and has wide verges all of which do not lead a driver to consider it a village environment.
6. Flaxton does not meet the current Department for Transport criteria for where a 30mph speed limit could be expected to work and if it was being assessed now it would probably be a 40mph limit which would be commensurate with the existing vehicle speeds, however, the 30mph limit will obviously remain.
7. There are few options for reducing vehicle speeds, the volume of traffic is sufficiently low as to prevent conventional chicanes and road narrowing working as they rely on a balanced flow of traffic in each direction.
8. Speed bumps would not be popular due to the noise created, particularly by heavy vehicles, and Police enforcement already takes place frequently, on average twice a week.