

Anlaby with Anlaby Common Parish Council

Tranby Lane Speed Reduction Proposal

Introduction

The Anlaby with Anlaby Common Parish Council wish to request a revision of the speed limits on Tranby Lane, Anlaby.

Background

It is believed that the speed limits on Tranby Lane, as it enters the village of Anlaby, were introduced in the early 1960's to correspond with house building development.

A 30mph speed limit is in place directly at the urban rural building line, some 45 metres west of the junction with Woodland Drive. A 40mph speed limit then extends some 260 metres west up Tranby Lane. The remainder of the road was originally derestricted (60mph zone) along its whole length until the roundabout with the A164. This changed in 2021 when a 40mph speed limit was introduced at the western end of Tranby Lane, Anlaby covering the last 425 metres of road. This was introduced around the junction with Jenny Brough Lane which, at the same time, had its speed limit reduced from 60mph to 40mph along its whole length up to the original 30mph limit in Hessle. From the A164 roundabout Tranby Lane continues into the village of Swanland at 40mph, reducing to 30mph at the village building line.

Tranby Lane, Anlaby rises approx. 50 metres (165 ft) between the junctions of Beverley Road and the A164, the incline being more pronounced as the speed limit decreases into the village.

Issues

Collision Rate Jenny Brough Lane Junction – In the last few months there have been three road traffic collisions at the junction of Tranby Lane and Jenny Brough Lane. On several occasions vehicles have ended up in adjoining fields and roadside ditches resulting in specialist recovery.

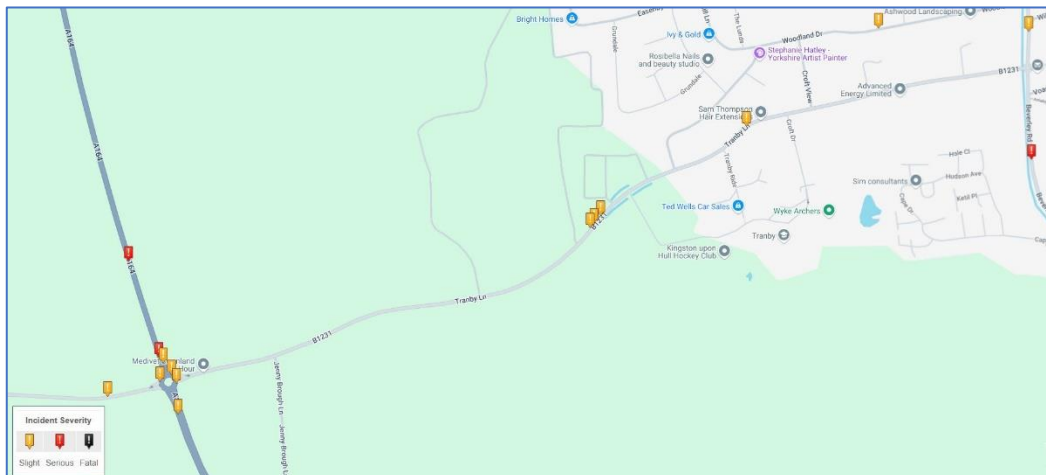
This rate is in contrast to the last 5 years when there were no collisions on this stretch of road, and in the previous 5 years, back to 2015, only ONE accident at the junction and a further one accident on Tranby Lane in the section between Jenny Brough Lane and the A164 roundabout (crashmaps.co.uk data).

It is the belief of the Parish councils' members, who use this section of road very frequently, that there are two major contributing factors for these recent collisions as below:

1. The frequency of speed limit changes on Tranby Lane is now considerable. Between Anlaby and Swanland, a distance of 1 mile (1.75km), the speed limit changes 30 – 40 – 60 – 40 – 60 – 40 – 30 (7 Changes). This coupled with the Anlaby section of the road's 'recent' change from historically being derestricted (60mph) means that compliance with the 40mph speed limit at this junction is sporadic and low, especially at none peak times when traffic volumes are lower. This results in traffic approaching from Jenny Brough Lane misjudging the speed of traffic approaching the junction along Tranby Lane and pulling out resulting in collisions or near misses.

2. Recent works to widen the junction to allow a right turn lane have had the inadvertent effect of speeding traffic travelling east along Tranby Lane. The original configuration of the junction meant that eastbound through traffic had to wait behind right turning traffic destined for Jenny Brough Lane, this naturally slowed traffic. The removal of this restriction must have increased traffic speed for through traffic, especially with those commuting and familiar with the route.
3. Traffic volumes have increased on Tranby Lane considerably (see below). As a result, at peak times, a vehicle travels down the road every 3.4 seconds, resulting from some c 550 vehicles using the road in the peak morning half hour period. This coupled with increased traffic using Jenny Brough Lane, linked to the substantial new housing developments in the neighbourhood, results in drivers taking additional risks when exiting the junction, especially during the stress of the morning rush.

Collision Rate Tranby School Entrance – Crashmap.co.uk date for the last 5 years is shown below.

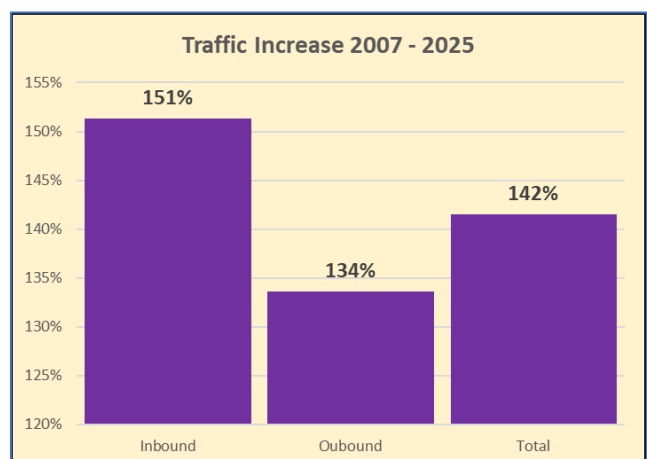


This does not show recent data but it can be seen that 75% of all accidents in Tranby Lane, Anlaby were at the Tranby School entrance.

The Parish Council believe that the traffic volumes connected with the school have been historically underestimated (see below), these being constant but considerable.

The school entrance carrying this traffic is currently situated in a 40mph zone and is only 175m from the entry to the 40mph limit when travelling East. The 40mph signs are at the end of a sweeping left-hand bend with intermediate sight lines.

As a result of the compressed nature of usage, linked to school start and finish times and due to considerably increased through traffic volumes, eastbound traffic wishing to enter the



school site often queues several vehicles deep, with the back of the queue often being within 100 metres of the 40mph signs.

It is important to note that the Highway Code detailed stopping distance for a vehicle travelling at 60mph is 73 metres. Therefore, a vehicle hurriedly travelling above that speed in the derestricted 60mph zone would have to break very hard to avoid colliding with the back of the building queue.

Additionally, this section of road now has considerably more entry and exit points than in the past, now numbering six, which can cause additional distractions to drivers.

These are all contributing factors for the accident statistics above.

Near Miss Rate Increase – The substantially increased peak traffic volumes (detailed below) have increased to rate of near miss collisions likewise. Residents on Tranby Lane, near the junction of Woodland Drive, regularly witness such events at that junction. Horn blowing, as vehicles exit the junction into the path of through traffic on Tranby Lane, is now a recent daily occurrence.

Through observation this seems to be linked with two factors:

1. The drivers of westbound vehicles increasing their speed well within the 30mph zone as soon as they sight the 40mph signs and not taking account of the restricted sightlines for traffic attempting to exit Woodland Drive.
2. Eastbound traffic, due to the incline, not slowing down to the 30mph speed limit, situated only 45 metres before the junction, with their approach speed being misjudged by traffic exiting Woodland Drive.

Due to the downward incline on Tranby Lane (50 metres on the Anlaby section) a vehicle travelling at 60mph east on Tranby Lane will enter the 30mph limit at over 45mph if the driver, upon first sight of the 40mph speed limit signs, stops acceleration and does not undertake breaking to slow the vehicle. Therefore, through observation, it is clear to see that the majority of vehicles enter the 30mph zone well above the speed limit.

Substantially Increased Traffic Volumes – Traffic volumes in the peak periods as of 2025 have increased by 142% since 2007, with inbound traffic moving eastward increasing by 151%. This is in contrast to a national increase in journeys of 106% (313.5 billion to 330.8 billion – DFT Data) between 2007 and 2023.

As a result, average vehicle arrival intervals are now 3.4 seconds between 08:00 and 09:00. With over 1000 vehicles an hour travelling along Tranby Lane at this time, which equates to 17 vehicles a minute. Appendix 1 has more detail.

Analysis of Traffic volumes connected with Tranby School has also been undertaken (see below). The increase in traffic volumes seen is unlikely to be connected with dramatic fluctuations in school traffic over this period as the establishment of the school has remained

consistent, the same can be said for the modes of transport as the school provides a number of coaches daily.

The other factors, it is believed, which are contributing to this disproportioned increase in traffic volumes are that people are using the route to access the Anlaby Shopping Park on Springfield Way. It is also believed that the developments at the Bridgehead in Hessle and the industrial/business park at Melton as also major contributors to the increase, especially in the morning and evening peaks.

Additionally, due to the road being derestricted (60mph limit), not having any traffic lights and less congested it is seen as a quicker route than the primary route and dual carriageway of Boothferry Road (A1105).

The members of the Parish Council also believe that the increased traffic volumes evidenced at peak periods are also present most days of the week, with the road being noticeably busier from 06:00 to 21:00 weekdays and 08:00 to 19:00 weekends. All this being connected with the above contributory factors.

More details are attached at Appendix 1

Historical Underestimation of School Traffic – Tranby School is an independent school with regional reach. It also provides considerable facilities for use by the local community outside of school hours and at weekends.

Surveys undertaken by the Parish Council in 2025 indicate that the school accounts for 47% of all traffic at peak periods. Outside of these times, during school hours, this proportion drops so far as to be negligible. Therefore, of the approx. 1000 vehicles using Tranby Lane between 08:00 and 09:00 just under approx. 500 vehicles are accessing the school site via its main entrance. Therefore, at the busiest time 10 vehicles a minute access the school resulting in a vehicle arriving on average every 6 seconds.

As stated above, these volumes are constant over time as the school establishment and available modes of transport, including providing 6 coaches daily, do not fluctuate from year to year greatly but they are nevertheless substantial and believed to be underestimated.

Underestimation of the Tranby Schools Community Usage – Tranby School now provides a considerable array of facilities which are used extensively by the local community. This creates additional traffic volumes through the main entrance in the evenings and at weekends. No surveys have been undertaken on vehicle volumes but the school makes available a floodlit 3G Sports pitch, 2 Sports Halls, a Theatre, a Dance Studio, a Drama Studio, meeting and catering facilities, Grass pitches, Cricket pitch/nets and Archery.

As a result, the site is used by theatre groups, cricket clubs, archery groups, hockey clubs and extensively for youth and adult football with clubs using the facilities from Holderness, South Cave, Elloughton, Hessle and Hull.

The facilities are available to use between 6pm and 10pm and cumulatively c 300-350 people will use the facility some evenings. Therefore, it can be assumed that this usage will result in approx. c 600-700 vehicle movements, with all the vehicles using the main entrance in the winter months in the hours of darkness.

Use for Active Travel – As the number of vehicles using the route has increased so have the number of people using the route for cycling and walking. There is no dedicated provision for cycles or pedestrians on the derestricted section of Tranby Lane. Additionally, the incline and rise out of the village means that the speed differential between motorised traffic and cyclists is considerable.

The road is used regularly on weekdays by enthusiast solo cyclists and commuting cyclists. At weekends it is popular with larger groups of cycling enthusiasts travelling in consort and family groups with children. This can cause motorised traffic to queue and progress slowly.

Additionally, local residents have noticed a surprising increase in pedestrian traffic. Alongside walkers there are also people who seem to be using the route to travel to work on foot. This is evidenced by the verges on the side of the road now being marked with ad-hoc footpaths, visible more in the winter months.

The pedestrian users in general move to the side when vehicles approach but on occasions, when this does not happen, it can create a challenge for drivers using the route, especially in the 60mph zone and even more so at night as the road is unlit!

The Tranby Lane Test Track – During weekends and evenings local residents have indicated that the route is used frequently by very high-performance cars and motorcycles. Tranby Lane probably attracts this use as it is the first piece of derestricted road, with bends and minor driving challenges, within easy reach of both the West Hull Villages and wider west Hull area. Additionally, the A164 roundabout provides an appealing up and down ‘test track’. Likewise, when the Hull Cruise fraternity are nearby the road seems to get more use in the evenings, probably because of the nature of the road.

Unfortunately, this usage is ad-hoc and sporadic and impossible to predict. Therefore, any planned police enforcement is impossible but this use, when combined with the increase in usage by cyclists and pedestrians, is a very dangerous mix.

Local Feeling – While the Parish Council are making this request its members have counselled opinion on the proposal from local residents and social media. While no formal surveys have been undertaken there is a consensus that a reduced speed limit in Tranby Lane is very much supported. With senior management and staff at Tranby School; Residents in neighbouring parts of southern Kirk Ella and residents in Tranby Lane and its adjoining roads all being supportive, with some indicating that such a change is well overdue.

Proposals

The existing arrangements as regards speed limits are detailed below.



A new reduced 40mph speed limit was introduced at the western end of Tranby Lane in 2021. This encompasses 425 metres of Tranby Lane, around its junction with Jenny Brough Lane, and the whole of Jenny Brough Lane. As a result, the derestricted zone, where the national 60mph speed limit applies, now only applies to 680 metres of road.

Proposal: That the 30mph speed limit is extended west along Tranby Lane and the remainder of Tranby Lane, Anlaby is reduced to a 40mph speed limit. As detailed in the below diagram.



The primary reasons for the extension of the 30mph limit are as follows:

- In the last 5 years 75% of all Road Traffic Collisions in Tranby Lane have been at the Tranby School junction entrance.
- That the 50% increase in traffic volumes on Tranby Lane, as outlined above, combined with the c550 vehicle movements through Tranby School entrance junction in the morning peak, which is replicated in the evening peaks, creates a very busy junction which warrants a lower speed limit.
- That the poorly lit road at this junction, combined with the substantial number of community-based activities that now occur at the school which creates in the region of c650 vehicle movement through the junction during the winter hours of darkness warrant a lower limit from a safety perspective.
- The considerable numbers of people from the local community who use the Tranby School site in the evenings and weekends would be able to access the site safer.
- That the number of junctions along the 330 metres of road has increased considerably and can be distracting for drivers. Originally this section of road had just TWO adjoining road servicing the cemetery. It now has SIX adjoining entrances; three for the cemetery, one for the school, one for the flood relief scheme at the Kerry Pit Lagoon and one for the flood relief tunnel access on Tranby Lane.

The other Risk Factors the Parish Council is looking to mitigate or remove through this proposal are:

- That further accidents at the Jenny Brough Lane junction will be prevented as vehicles will be approaching this junction at lower speeds, as the transition from the national 60mph speed limit will have been removed. Therefore, average vehicle speeds will inevitably be lower.
- The number of speed limit transitions will be reduced from 4 eastbound and 3 westbound to 1 in each direction, which will assist with speed limit compliance.
- The frequency of near miss collisions in the 30mph zone, especially at the Woodland Drive and Tranby Ride junctions is reduced as westbound drivers will not be tempted to speed up on sighting the 40mph signs and eastbound drivers will enter the 30mph zone earlier and at a lower speed.
- The extraordinary increase in traffic volumes seen since 2007 are slowed and in future are more closely aligned to the national average.
- The advantage of using Tranby Lane to access locations such as the business parks at The Bridgehead and Melton are reduced resulting in more traffic using the A1105 primary trunk route dual carriageway (Boothferry Road).
- The lure of the close-by 'rural' winding 60mph road will eradicate performance motorcyclist and car owners from using the road as a local 'test track'. It will help dissuade members of the local car cruise fraternity from using the road likewise. All of which helps in reducing this anti-social and sometimes dangerous behaviour.
- That it will considerably reduce, in the derestricted section of the road, conflict between performance vehicles driving at speed and cyclists, particularly those travelling in groups, and pedestrians, as no pavement exists.
- It will be simpler for any future speed enforcement to be undertaken.

Additional Consideration

Lighting

The street lighting is very poor around the Tranby School entrance. The below photo was taken at 07:30am in January at a distance of 30 metres from the junction.



Additional Streetlighting would assist in improving safety at this junction considering the traffic volumes detailed in this document. In the winter months, it would also assist in lighting queuing traffic which occurs every weekday at peak periods and on some occasions in an evening due to community activities at the site.

Road Markings at School Entrance.

Due to the Traffic volumes detailed in this document the road markings associated with the main Tranby School entrance appear to be inadequate and the Parish Council wonder if better marking, more aligned with a normal road junction, should be applied.

- END -



Appendix 1 – Traffic Statistical Information

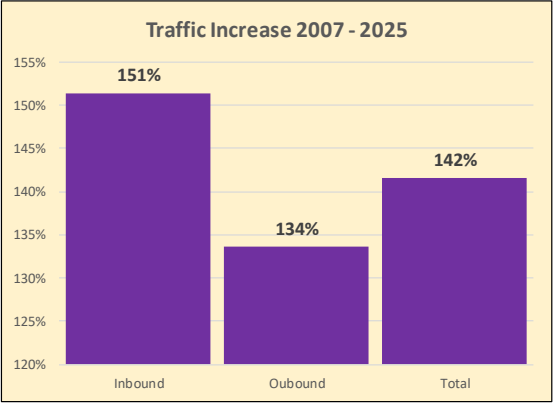
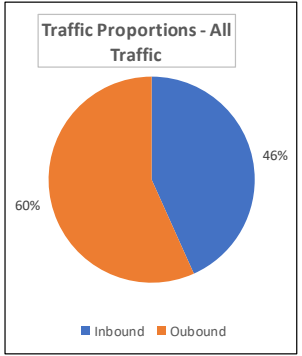
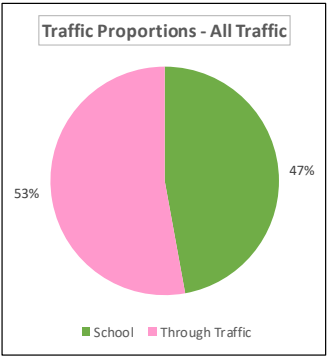
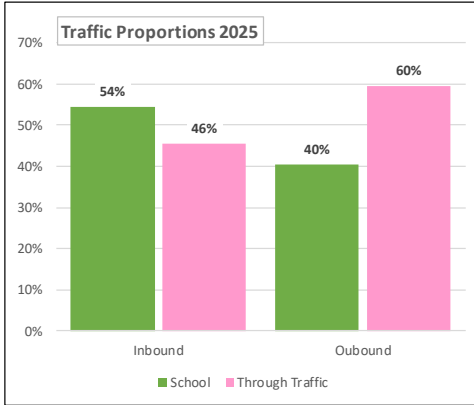
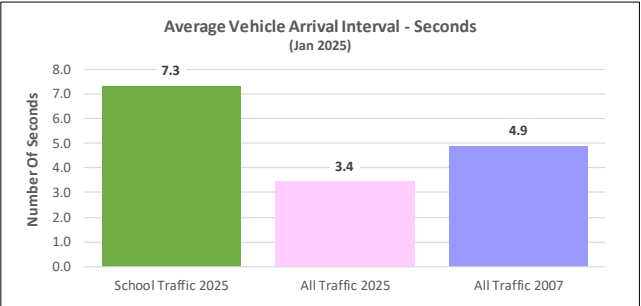
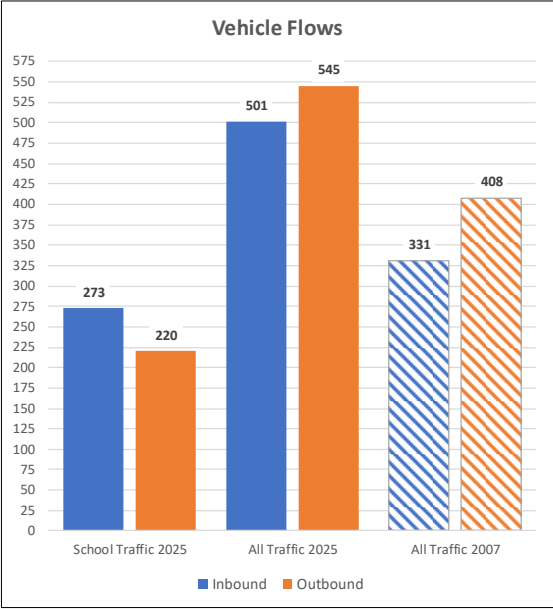
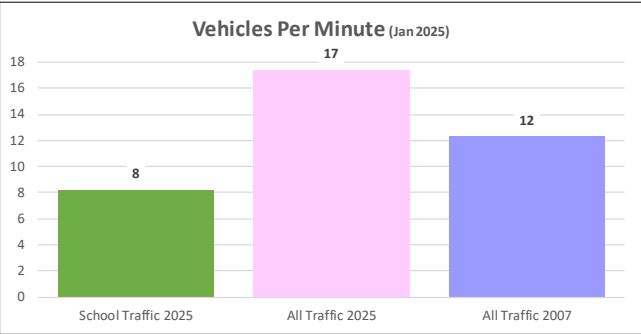
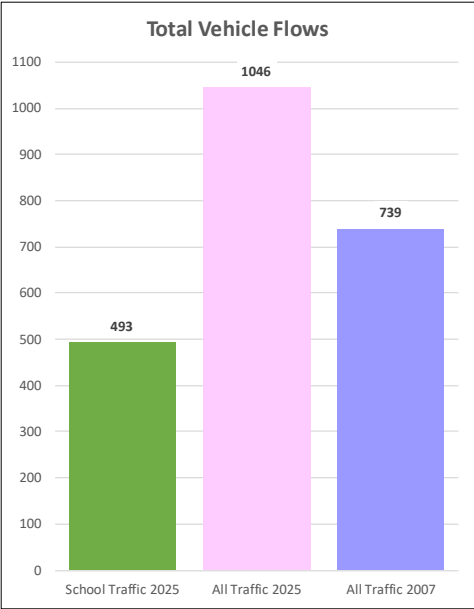
Tranby Lane Traffic Comparisons 08:00 Hrs to 09:00 Hrs

	Inbound	Outbound	Total
School Traffic 2025	273	220	493
All Traffic 2025	501	545	1046
All Traffic 2007	331	408	739

Proportion In	Proportion Out	Cars Per Min	Interarrival Time (Secs)
55%	45%	8	7.3
48%	52%	17	3.4
19%	26%	12	4.9

Highlights

Traffic Volumes have increas **142%** since 2007.
Traffic travelling inbound has increased the m **151%**)
There is a split 60/40 between inbound (eastward) and outbound (westward) traffic
School Traffic accounts for **47%** of all Traffic



Note:
The "Interarrival Time" shows the time between vehicles passing the survey point - i.e. one vehicle arrived every XX seconds.
It is unlikely that the traffic volumes for the school have changed considerably since 2007, as the school population hasn't increased, therefore the traffic increase mainly comprises through traffic using Tranby Lane.

Anlaby with Anlaby Common Parish Council

Tranby Lane Speed Reduction Proposal

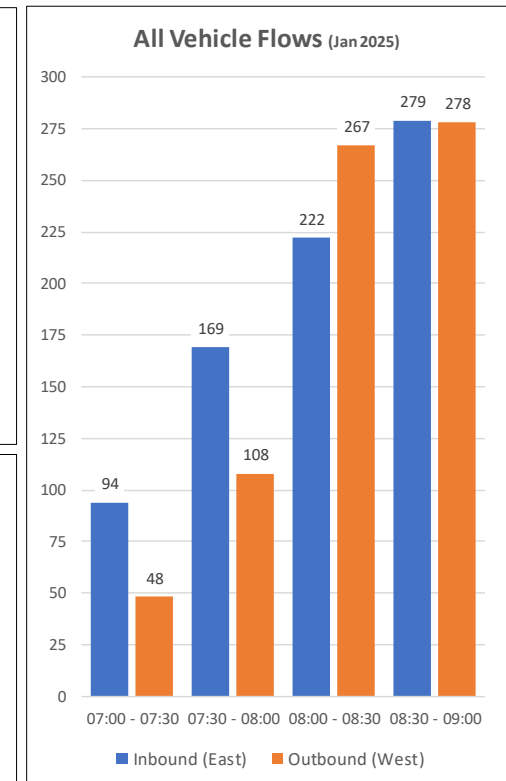
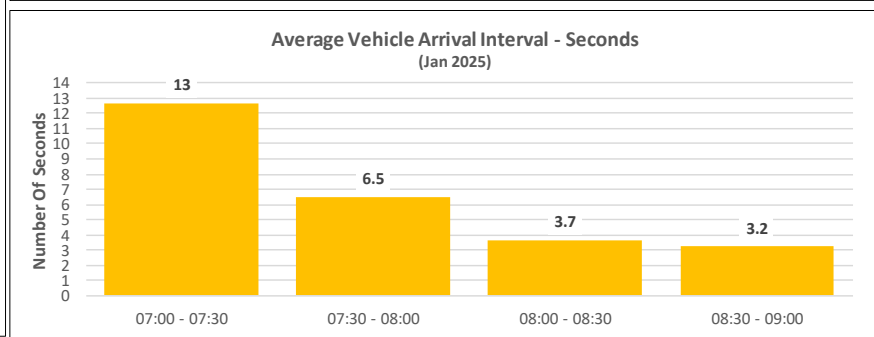
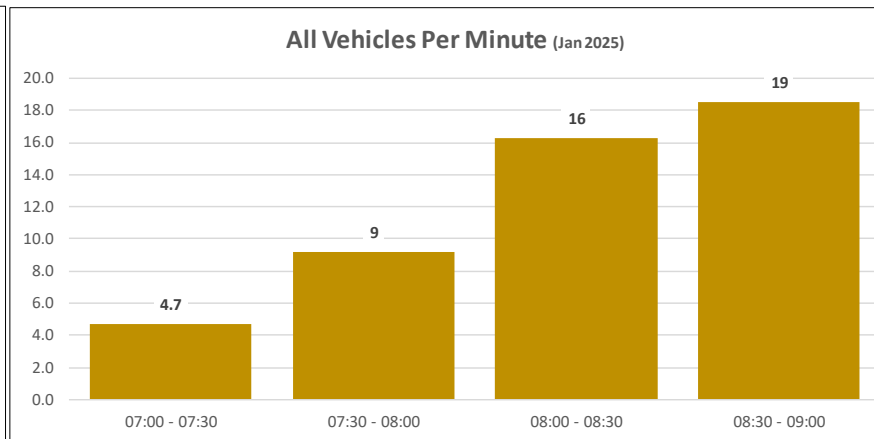
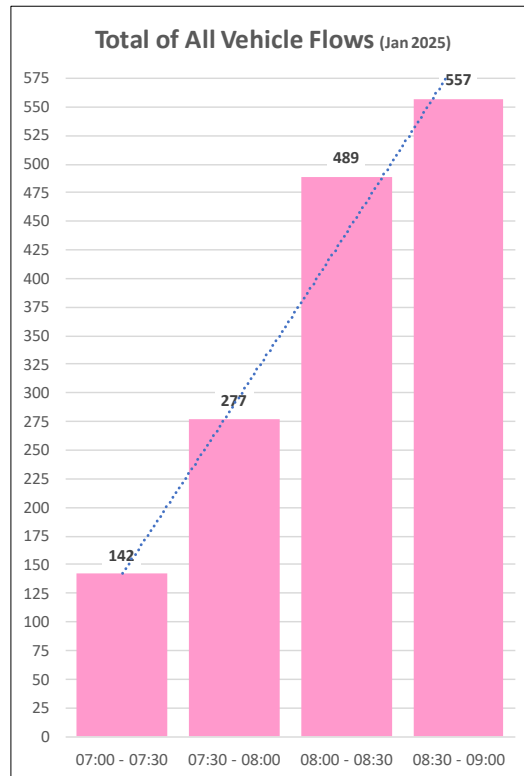
Tranby Lane (All Vehicles) Traffic Survey

Time	In	Out	Total
07:00 - 09:00	764	701	1465

Proportion In	Proportion Out	Cars Per Min	Interarrival Time (Secs)
52%	48%	12	4.9

Highlights

At peak traffic flows one car arrives every **3.2** Secs
At peak traffic flows **19** cars pass by every minute



Note:

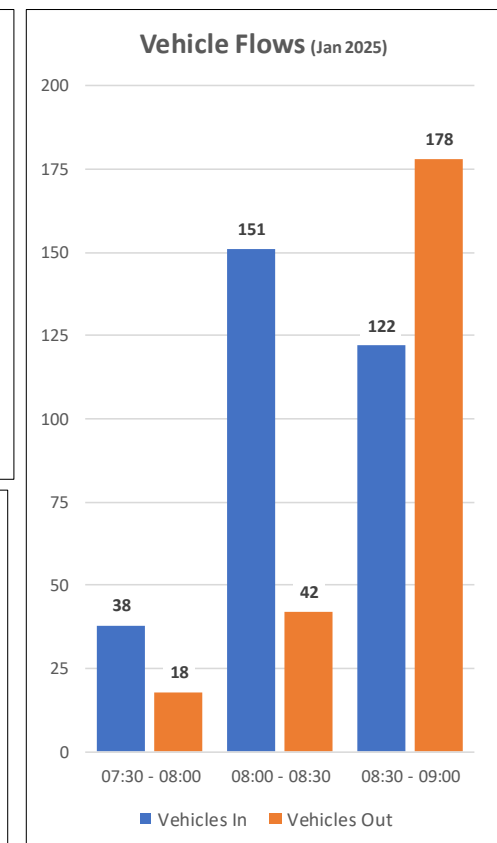
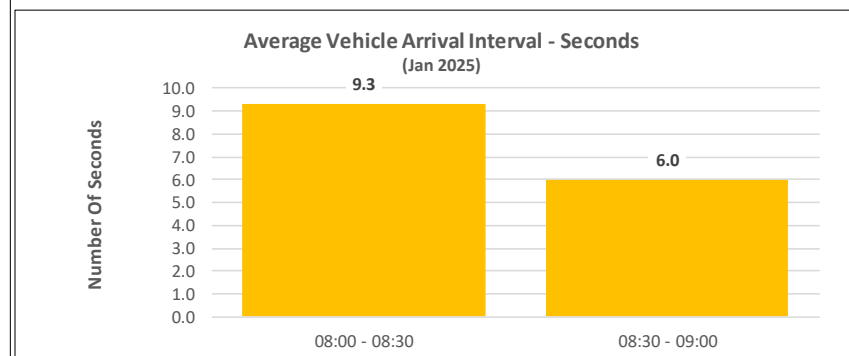
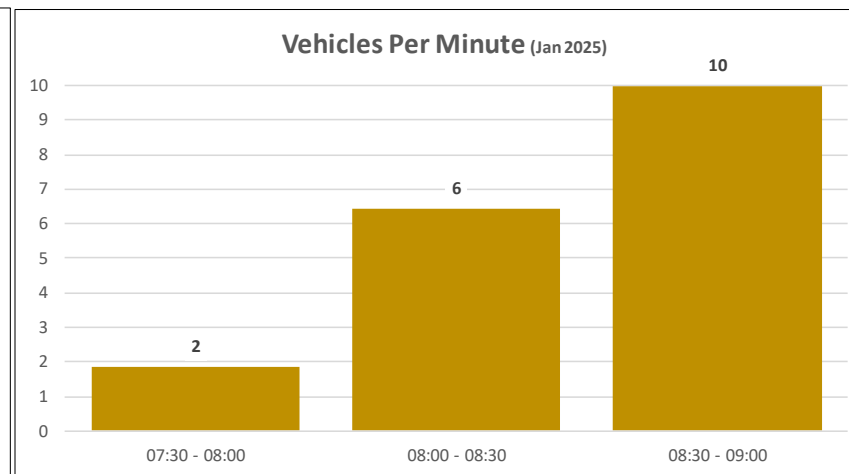
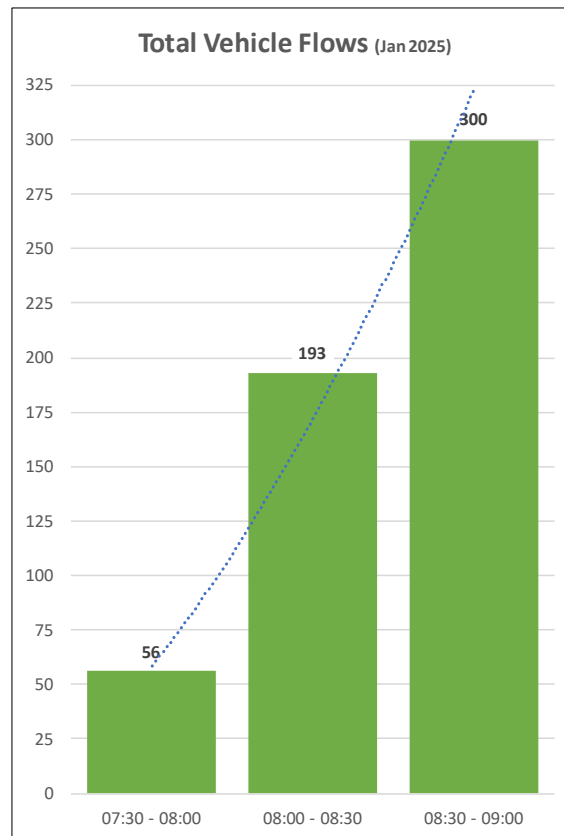
The "Interarrival Time" shows the time between vehicles passing the survey point - i.e. one vehicle arrived every XX seconds.

Tranby School Traffic Survey

Junction at School Entrance - Average Vehicle Usage - Jan 2025

Time	In	Out	Total
07:30 - 09:00	311	238	549

Proportion In	Proportion Out	Cars Per Min	Interarrival Time (Secs)
57%	43%	6	10



Note:

The above figures only show vehicles accessing the Tranby School site by the main entrance and exclude through traffic volumes.

The "Interarrival Time" shows the time between vehicles passing the survey point - i.e. one vehicle arrived every XX seconds.