

North Yorkshire County Council

Business and Environmental Services

Executive Members

21 February 2020

Kingsley Drive, Harrogate - Traffic Calming measure proposals: Consideration of Objections

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 The purpose of this report is to advise the Corporate Director (BES) and the BES Executive Members of the outcome of the public consultation and for a decision to be taken on whether the following proposals be introduced or set aside in light of the objections received to the introduction of traffic calming features, associated with agreements made between NYCC and developers during the planning process, advertised for public comment in December 2019.

2.0 Background

- 2.1 The proposals relate to the introduction of speed platforms at three junctions on Kingsley Drive, Harrogate linked to the new Stonebridge Homes development at Kingsley Farm and a s278 agreement conditioned through the planning application process to install traffic calming measures to reduce vehicle speeds in the local area.
- 2.2 The traffic calming proposals are as a result of a planning condition associated with the Stonebridge Homes development off Kingsley Road. This planning condition was introduced at the request of the local highway authority as part of the highway comments on the planning application, due to anecdotal evidence of motorist's 'rat-running' along Kingsley Drive, giving rise to concerns about road safety and excess speeds. The proposals initially put forward by the housing developer included for the introduction of chicanes on Kingsley Drive, but unfortunately, upon reviewing this submission, design standards could not be satisfied and therefore this proposal for the three speed tables was offered as an alternative solution.
- 2.3 In addition to this proposal for traffic calming measures, there are also planning conditions associated with the Persimmon Homes development to introduce a 'No Entry' restriction from Kingsley Road into Kingsley Drive and a similar arrangement on Wreaks Road. This proposal will be subject to formal statutory consultation in due course, following a similar process to this on-going consultation.
- 2.4 Prior to the formal advertising of the proposed traffic calming measures, the developer undertook an informal consultation with local residents in March 2019. A letter detailing the proposals and asking for comments was distributed to 113 properties on Kingsley Drive, Birstwith Road, Leyland Road and Rydal Road. Four responses were received by email and one verbal response. A summary of those responses are contained within Appendix A.

- 2.5 Local members, the North Yorkshire Police and other statutory bodies' comments were sought on the proposed measures between the 9 and the 13 December 2019. The enabling Notice of Proposal in accordance with the Highways Act 1980 (Section 90C) was advertised for public comment in the local press on the 12 December 2019, allowing 21 days for formal objections to the proposed restrictions to be lodged with the Area 6 Highways office.
- 2.6 Copies of the notice of proposal and plans detailing the proposals were also placed on site in the locality of each proposed speed platform on the 11 December 2019.
- 2.7 The last date for receipt of objections was Friday 3 January 2020.
- 2.8 The process for the consideration of objections to traffic regulation orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Constituency Committee is changed to a consultative role on 'wide area impact TROs'. The consideration of objections has been delegated by the Executive to the Corporate Director of Business and Environmental Services (BES) in consultation with BES Executive Members. The decision making process also relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A 'wide area impact TRO' is classed as a proposal satisfying all of the three criteria set out below;
- The proposal affects more than one street or road and;
 - The proposal affects more than one community and;
 - The proposal is located within the ward of more than one County Councillor.
- 2.9 This proposal has not been defined as a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.
- 2.10 Whilst this proposal is not directly considered to be a TRO, a similar process is followed for advertising traffic calming measures in accordance with the Highways Act 1980.

3.0 Officer Comment and Conclusion

- 3.1 Appendix A lists the objections/representations that have been received to the proposal and officer's comments in response to those objections. Responses received to the initial developer consultation are also detailed in Appendix A.
- 3.2 Local Members have been provided with a copy of this report and have been invited to the meeting on 21 February 2020.
- 3.3 Appendix B contains the Notice of proposal advertised within the local press and on street and also includes a plan detailing the location/ extent of the proposal.

4.0 Financial Implications

- 4.1 The proposed measures are being introduced through a Section 278 agreement which enables accredited contractors to undertake approved works in the highway on behalf of the local highway authority. The agreement was secured through the planning application process following extensive consultation between officers, the developer and Harrogate Borough Council as the planning authority. The Council has also secured funds through this process to fund officer time promoting the traffic calming and all advertising costs associated with the notice advertised in the local press and on street. Accordingly, the Council will not incur any costs related to this scheme.

5.0 Equalities Implications

5.1 Consideration has been given to the potential for any equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Initial equality impact assessment screening form is attached in Appendix C.

6.0 Legal Implications

6.1 In the event that the BES Executive Members and BES Corporate Director resolve to follow the recommendations contained in this report, then the County Council will instruct the developer to proceed with the construction of the traffic calming measures and agree a programme for these. Officers will also notify the objectors of its decision and the reasons for making that decision within 14 days of the decision made.

7.0 Recommendations

7.1 It is recommended that:-

- i) The objections be overruled and the proposed traffic calming measures be introduced as proposed, that officers be authorised to proceed with negotiations/ discussions with the developer to construct the traffic calming measures at the locations identified in Appendix A and B, subject to the amendments and recommendations approved by the Executive Members (BES) and the Assistant Director, Transport, Waste and Countryside Services (BES) in light of the objections received.
- ii) Officers' ensure that the objectors are notified of the decision and the reasons for making that decision within 14 days of decision as set out in Section 6.1 of this report.

BARRIE MASON

Assistant Director – Highways & Transportation, Business and Environmental Services

Author of Report: Paul Ryan

Background Documents: Letters/ Emails objecting to the proposals, as outlined in this report are held in the scheme file held by the Boroughbridge Area 6 Highways Office.

Summary of Objection comments	Officer comments and recommendations
<p>Objector(s): resident of Kingsley Drive</p> <p>Considers that given the presence of local schools (Harrogate High School and St Robert's Primary School) that a 20mph speed limit is a better solution to local traffic concerns.</p> <p>Believes that local problem is mostly volume of traffic rather than speeding and that if 5% of traffic obeys a 20mph limit, other motorists would be required to comply with the limit.</p> <p>Concerned that speed tables would be a hazard in winter as the road is not treated with salt, suggesting that collisions have occurred with kerbing/ boundary walls by vehicles navigating the junction in wintery conditions.</p> <p>Believes that the proposed speed tables would not effectively reduce vehicle speeds with motorists accelerating between each feature, creating a greater hazard to pedestrians crossing the road.</p> <p>Suggests that the majority of vehicular traffic travels west along Kingsley Drive and then left onto Birstwith Road, where pedestrian movement is highest crossing this junction to travel straight across Kingsley Drive. Considers this a place of conflict already and motorists required to navigate a speed table will increase accident potential.</p> <p>If speed tables are essential, then they should be midway between junctions as is the standard practice elsewhere.</p> <p>Believes that the speed tables will have no effect on the volume of traffic using the road as a rat run as there is already traffic calming on Bogs Lane. If future proposal to install a one-way system at the east end of Kingsley Drive to deter rat-running is introduced, then this would render the traffic calming unnecessary.</p>	<p>In respect of 20mph Speed Limits, the Department for Transport guidance on the setting of local speed limits requires all newly introduced speed limits to be self-evident to motorists and also self-enforcing, which is aimed at removing the requirement for targeted Police enforcement. Observations made on-site show many motorists are travelling at speeds greater than 20mph and therefore the imposition of a 20mph speed limit could not be progressed as a sign only scheme. In general, 20mph speed limits only result in reductions of vehicle speeds of 1-2mph. Accordingly, the Police would not support the introduction of a 20mph speed limit where vehicle speeds significantly exceed the limit.</p> <p>The alternative to a 20mph speed limit is the introduction of a 20mph Zone. However, this requires the roads within the zone to be physically traffic calmed to engineer vehicles speeds down to 20mph and therefore 20mph zones are generally a complementary measure to traffic calming schemes introduced on an area wide basis.</p> <p>In 2018, The DfT published the findings of its research study into the effectiveness of 20mph speed limits/zones. This research concludes that there is not enough evidence to show that that there has been a significant change in collisions rates and casualty severity following the introduction of 20mph limits in residential areas.</p> <p>A briefing paper on that report to NYCC senior management concluded that the findings didn't justify NYCC changing its current policy on the introduction of 20mph speed limits. However, the County Councils Transport, Economy and Environment Overview & Scrutiny Committee (TEE O&S) have recently concluded their review of the 20mph policy and are in the process of preparing their report. This report will be presented to NYCC Executive in the coming months to approve any recommended changes to the current policy.</p>
<p>Objector(s): resident of Kingsley Drive</p> <p>Believes that the speed tables do not solve the problem which is the volume of traffic using Kingsley Drive to avoid the Starbeck crossing.</p> <p>Considers that speed tables;</p> <ul style="list-style-type: none"> • Cause unnecessary damage to people's cars • Make motorists speed up between each measure • Create more pollution with each acceleration • Increase risk of an accident in icy weather 	<p>Signed only 20mph speed limits have little effect on vehicle speeds and are generally ignored. 20mph speed limits tend to work best in areas with traffic calming measures to physically reduce speeds.</p> <p>In summary, the introduction of a 20mph speed limit is a not a solution that the Council are able to progress for Kingsley Drive.</p> <p>The use of speed tables is a recognised traffic calming method approved for use on public</p>

<p>Believes that interactive speed indication warning signs would be more effective.</p>	<p>highways by the Department for Transport (DfT). As such, the design of speed tables and other traffic calming measures such as road humps is regulated nationally, having been the subject of approval trials having been completed before being accepted nationally for use on the road network. It should be noted that the use of speed tables/road humps is not encouraged by the DfT on roads with moderate to steep gradients due to potential problems associated with adverse wintery weather affecting braking and traction. On level roads however speed tables are an accepted method of traffic calming on the national highway network, with no evidence to suggest that increased road safety problems arise during winter weather conditions, providing motorists drive with due care and attention to the prevailing conditions, which is a pre-requisite requirement in The Highway Code for all motorists.</p> <p>The introduction of physical traffic calming measures are more effective than the introduction of 20mph speed limits, as physical measures are designed to “force” a reduction in vehicular speeds, whilst speed limits are only effective should a motorist choose to obey the speed limit signage, which is why it is important for a speed limit to be self-evident and self-enforcing as alluded to earlier.</p> <p>The introduction of road humps at set spacing’s along Kingsley Drive were considered at the initial design stage and discounted due to the number of private driveways and on-street parking which prevented a workable design being developed. Physical traffic calming measures are designed in accordance with recognised best practice taking into account distances between features, drive behaviour, pedestrian usage and vehicle design etc.</p> <p>The proposed speed tables also include improved pedestrian crossing facilities in the form of reduced radius crossings and improved pedestrian desire lines/ improved visibility when crossing.</p> <p>Speed tables are much more effective at reducing speeds on a straight road like Kingsley Drive. Vehicle activated signs are useful and are effective but not everybody pays attention to them and their effectiveness diminishes over time. Signs that remind motorists of the posted speed limit (30mph) may generally achieve a 5-10% (absolute maximum) speed limit reduction whereas physical measures generally achieve much greater reductions in vehicle speeds.</p> <p>Temporary speed limit reminder signs have been popular in villages and communities with speeding concerns (generally via Parish and Town Councils) and whom have purchased their</p>
<p>Objector(s): resident of Kingsley Drive</p> <p>Believes the proposal for speed humps is an over-the-top response to speeding traffic in the area.</p> <p>Further believes that speed humps are known to damage vehicles which use them constantly every day, with damage to tyres and suspension systems.</p> <p>Concern that vehicles waiting to exit roads onto Kingsley Drive will be at greater accident risk and present increased accident potential for crossing pedestrians especially in icy weather.</p> <p>Suggests that placing speed tables in close proximity to each other is environmentally unsound as it will result in vehicles breaking on approach to the humps and then immediately speeding up again between the tables, resulting in increased traffic fumes and a reduction in air quality in an area constantly used by children and parents walking to and from school.</p> <p>Believes that interactive speed indication signs should be installed to react to vehicle speeds and considers that these would be more effective and environmentally friendly.</p>	
<p>Objector(s): resident of Leyland Road</p> <p>Believes that the proposals will be ineffective and do not take a strategic view of the challenges that residents face.</p> <p>Considers that whilst the traffic calming measures will temporarily slow rat running and other traffic, the proposals are now out of date with the current number of approved developments.</p> <p>Suggests that new developments on Kingsley Drive and the envisaged on street parking will result in reduced vehicle speeds.</p> <p>Believes that local residents have been let down by NYCC Highways approach to the areas new development and building works and the traffic management arrangements.</p> <p>Considers that access to some of the developments is poor with dangerous designs approved.</p> <p>Concerned that the one-way system proposed for a local site granted planning permission for years ago has not been constructed.</p>	

Believes that the proposed new access to the Sustrans cycle route is of poor design and not fit for wheelchair users, prams and cyclists.

Suggests that local residential roads are now reduced to single lane due to third party parking, restricting through access for emergency vehicles, refuse vehicles and deliveries, in addition to widespread footway parking obstructing access for pedestrians and wheelchair users.

own temporary speed limit reminder type sign(s) and where trained volunteers within the community have been willing to erect and dismantle them. The approved signs cost between £2500 and £3000 each and they can be powered by mains, solar or battery. The County Council must approve all potential locations and the community must sign a legal agreement to prove how the signs will be maintained and deployed. The scheme is proving to be very popular with parish/ town councils and local road safety groups across the county.

Speed indicator type signs that display the actual speed a vehicle is travelling are not permitted for use in North Yorkshire. To be consistent with our current stock of vehicle activated signs and to be in accordance with the government legislation NYCC members approved the use of speed limit reminder signs only.

Whilst the developer would fund approved traffic calming measures in the form of tables, there are no plans to enter into any agreements for the developer to fund speed limit reminder signs along Kingsley Drive.

The proposed housing developments in the Kingsley Ward are allocated development sites within Harrogate Borough Council's Local Plan. As with any allocated site, there can be no guarantee that such sites will actually be developed, and if they are to be developed then usually this is undertaken by different works promoters with differing timescales, which can be over a long period of time. As such, developing a 'Strategic Traffic Plan is not a straight forward undertaking, as much depends upon the timescales for building-out each respective housing development and therefore generally mitigation measures develop as overall build-out progresses, as it is unrealistic to request that the first Works Promoter addresses area wide pre-existing highway concerns and what may be future highway mitigation requirements as future development growth increases across the area.

The proposed speed tables on Kingsley Drive will help reduce vehicular speeds for the additional traffic flow that may be generated should the H21 allocated site be granted planning consent. It is not envisaged that additional on-street parking will take place on Kingsley Drive as a result of the housing development taking plan on H21, as adequate parking provision is made within the development site.

The proposals put forward by the Developer (H23 Richborough Development site) will not

permit vehicles to turn west out of the access onto Bogs Lane. This turning manoeuvre will be restricted in the form of a Traffic Regulation Order, plus the turn will be physically restricted as part of the road layout design. The proposals submitted for this site will also see connectivity for vehicular traffic being made through adjoining sites as opposed to only having one single point of access off the corner of Bogs Lane/Kingsley Road. For information, the current traffic signals shuttle system working will remain in place, but the length of the single file shuttle system will be extended towards the railway bridge to accommodate a footway on the southern side of Bogs Lane adjacent to the Barratts/David Wilson Homes (H3) site.

The one way system proposed for the Kingsley Drive/ Kingsley Road junction four years ago as part of the H3 development has yet to be built. This was not a pre-commencement condition for the planning application to proceed, plus NYCC were aware that the adjoining H21 development would need to be taken into consideration. It is proposed that public consultation for this one-way system will proceed during 2020 as we are now aware of the full proposals for the Persimmon development (H26) on the corner of Kingsley Drive / Kingsley Road. In addition to this proposal for traffic calming measures, there are similar proposals for Wreaks Road/ Kingsley Road junction to deter rat running.

The design of the new access to the Sustrans route at Bogs Lane had to be fitted within the available confined width of the existing highway land as adjoining land is in third party ownership and thus not in the control of the Highway Authority of the adjoining developers. As alluded to above, a footway is being provided on the south side of Bogs Lane which is requiring the extension of the current traffic signal controlled shuttle system. Additionally, the developer of H23 is proposing a multi-user route (greenway) through the site to improve east/west connectivity between Kingsley Road and ultimately The Stray which will benefit pedestrians and cyclists etc.

Officers are aware of concerns of some residents regarding parking concerns along local roads although at the current time, no representations have been submitted by a majority of residents of the area that would comply with the County Council's residential parking policy. In essence a champion would need to demonstrate majority support for the introduction of controls, which given a likely reduction of on-street parking capacity, may not receive local support. Should representations be lodged, any application would be assessed against other potential schemes across the county and then measures could only be

implanted if third party funding or local area office funding identified to implement the measures. A conservative estimate to implement a scheme in the roads to the north of Knaresborough Road would be circa £100k. Accordingly, there are no plans to introduce restrictions at the present time.

Footway parking is not illegal outside London and the only ways in which this can be dealt with is either through obstruction offences (Police) or through the introduction of specific restrictions prohibiting footway parking. The latter brings about new problems such as reduced parking capacity in residential roads, the displacement of parking (both residential and non-residential) to areas where parking issues aren't generally being experienced and the potential for increasing accident potential as a result.

Summary of responses to Developer consultation March 2019

<p>Resident of Kingsley Drive</p> <p>Before you agree anything with the Council regarding installing traffic calming measures, may I make the following observations and cautions? The subject of Road Calming or Traffic Calming has drawn many adverse comments over the past years for several reasons:-</p> <ul style="list-style-type: none"> • Few, if any, construction firms are able to show convincing research proving that slower passing traffic causes lower particulate emissions and an improvement in air quality in the locality. • Rather, air quality is proven to diminish (according to NICE research figures 2016) to the detriment of residents in streets adjacent to the humps/bumps and surface changes. This is particularly undesirable in roads (such as Kingsley Drive) used by school children attending 2 large schools adjacent to Kingsley Drive. • What these alterations to road surfaces do, however, is to give a superficial and very obvious impression that large building firms are giving something back to the area they are defacing - in this case Stonebridge homes is leaving its own Trade Mark for all to see. Sadly they will not be here long enough to see the disadvantages such as - • Poorer air quality throughout the locality • Higher incidence of Asthma in schoolchildren and lung disease in older residents locally. • Damage to the subsoil and foundations of existing housing by the agitation of continuous vibrations of 'altered flow' traffic. • Damage by earth movements and vibrations to newly installed water pipes (2019 Yorkshire Water) <p>Our health and that of our children may be at high risk if this 'road calming /traffic calming plan' goes ahead</p>
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<p>Resident of Kingsley Drive</p> <p>Kingsley Drive, Birstwith Road, Leyland Road and Rydal Road Harrogate. The council is aware traffic calming is not the answer to the issue on Kingsley Drive and additional roads. The volume of traffic before any more houses are built in our area is bumper to bumper. Calming scheme would only add to the frustration of drivers and residents.</p> <p>It would be a danger to the cyclist teams who use our area and the number of people who use electronic chairs to get about in our area.</p> <p>The most dangerous issue is that of cars parking on the corners of these roads and those parking 3/4 on the footpath blocking eye view.</p> <p>Perhaps double yellow lines might be a cheaper option to keep the corners clear on each of these junctions.</p> <p>Once the houses are built on Kingsley Drive land there won't be a problem because nobody will be able to move. It will be a continuous bottle neck.</p>

<p>Resident of Kingsley Drive</p> <p>I read with some dismay this ill-conceived proposal to install speed ramps on Kingsley Drive. There is a vital piece of local information that as a long-standing resident I can give you and obviously nobody has thought to mention. I'd like to explain this and also propose a better scheme.</p> <p>In the winter, it's incredibly rare to see a gritter lorry along our street. Don't tell me that you can persuade the council to change this policy because I won't believe you. We are a relatively quiet backwater and definitely not a priority. Snow and ice just hangs around until the weather gets warmer again.</p> <p>We are also the unofficial bypass for the Starbeck level crossing and see a great deal of traffic at peak rush-hour. The popular route is westwards, gently up-hill along Kingsley Drive, then turning left into Birstwith Road. On cold days, the junctions seem to collect more than their fair share of ice and are pretty lethal already even without the addition of traffic calming. I regularly see cars</p>
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Summary of responses to Developer consultation March 2019

spinning out of control, crashing into the pavement or even into the wall as they try to turn the corner. The wall on the corner of Birstwith Road has recently been rebuilt for exactly this reason. I also often see cars just getting completely stuck - wheels spinning and going nowhere. Pushing them is no good either because shoes have even less purchase on the ice than tyres. Rydal Rd has a similar problem. Leyland Rd is less of an issue because it's very narrow and poorly surfaced and in icy conditions few drivers attempt it.

You are proposing to add ramps at the most hazardous locations you could possibly have suggested.

When traffic is doing a cautious walking pace on packed down snow or sheet ice, you are imposing a minimum speed limit, not a maximum, by installing ramps. It takes a certain minimum amount of momentum to get over a ramp which dictates a minimum speed. Since the road is already extremely hazardous, even a ramp so small that it's pointless would be enough to make the road unnavigable. This imposed minimum speed limit will make it almost impossible to turn the corner safely and anyone who survives that will just get stuck on the ramp on the other side of the turning.

If you install ramps, the first sign of ice will generate a storm of protest from the through traffic - a massively wider audience than just the residents. The ramps will be promptly removed, leaving us with nothing.

I'd like to suggest a much better scheme. What we need is a 20mph zone. A few speed limit signs would probably even be cheaper to install than ramps and much more effective. Ideally I'd like to see the whole estate become 20mph, not just our street. It would take about the same quantity of signage either way. Dealing with the whole estate would obviously entail a bit more consultation, but it would be well worth it.

At peak times, we only need about 5% of the traffic to adhere to the speed limit and everyone else would be queued up behind and forced to follow suit. I think that a little more than 5% of our road users are law abiding, so the scheme would work perfectly. For the quiet times most of the rest of the day, the police may like to install a camera - it would pay for itself in fine revenue, particularly at pub closing time when we get occasional drunks driving much too fast while avoiding the main road so as not to be caught over the limit in a populated area. However, I believe the scheme would work pretty well without a camera, so this is not a necessity.

There are many more reasons why ramps are ineligible on Kingsley Drive. I will try to find the time to send a second e-mail detailing these, but I think what I've told you already should be enough to kill the idea stone dead. I hope you will take up the 20mph zone suggestion instead - it's a much better idea.

Resident of Kingsley Drive

I am concerned that the spacing of the propose junction table's shown on your plan is too great, and would allow vehicles to reach excessive speed between them.

The best practice guidance recommended by councils states.....

"There are additionally some best practices recommended by councils about the location of speed bumps, namely that an advanced speed-reducing feature should ideally be used to ensure as much as possible that the right speed is not exceeded when the speed bump is reached. For example, placing a speed bump near a junction, a sharp bend or narrowing the road and using give way marks to force a priority-working system can all help to ensure cars slow down to the right speed by the time they reach a speed bump.

If a side road leads into a road with road humps, then it is further recommended that the road hump should be met within between 40 and 70 metres depending on traffic flow. For a system of road humps, it's best practice to leave between 20 and 150 metres between them with 70 metres typically being the best distance depending on the average speed needed to be achieved for the road".

<p>Summary of responses to Developer consultation March 2019</p>
<p>As the distance between the Kingsley Road / Kingsley Drive junction and the proposed junction table at the end of Rydal Road is approx 275 m, this would suggest that a minimum of 2, and ideally 3 speed bumps should be installed in this section.</p>
<p>As the distance between Rydal Road and Leyland Road junctions is approx 183 m this would suggest the need for 1 speed bump in this section.</p>
<p>I am disappointed that best practice has not been followed in this case. I urge you to look again at this scheme, especially in view of the fact that the road is used by many pupils of local schools, at exactly the same as time traffic flow is at its peak.</p>
<p>Resident of Kingsley Drive No objection to the Proposals. He just thinks it's a very expensive solution an alternative would be bollards at the end of Kingsley Drive would be an alternative solution.</p>
<p>Officer comments in response to the developer consultation responses are contained within the responses to the formal objections above</p>

NORTH YORKSHIRE COUNTY COUNCIL**PROPOSED TRAFFIC CALMING MEASURES – KINGSLEY DRIVE, HARROGATE**

NOTICE is hereby given pursuant to Section 90C of the Highways Act 1980 that North Yorkshire County Council proposes to introduce a series of physical measures to improve safety and reduce vehicle speeds in Kingsley Drive, Harrogate.

Schedule – Traffic Calming Features				
Location	Type	Max Height	Max Plateau Length	Max Front/Rear Slope
1. Kingsley Drive/ Birstwith Road junction	Speed Table	75mm	21.5 metres	1 in 12
2. Kingsley Drive/ Leyland Road junction	Speed Table	75mm	21.5 metres	1 in 12
3. Kingsley Drive/ Rydal Road junction	Speed Table	75mm	21.5 metres	1 in 12

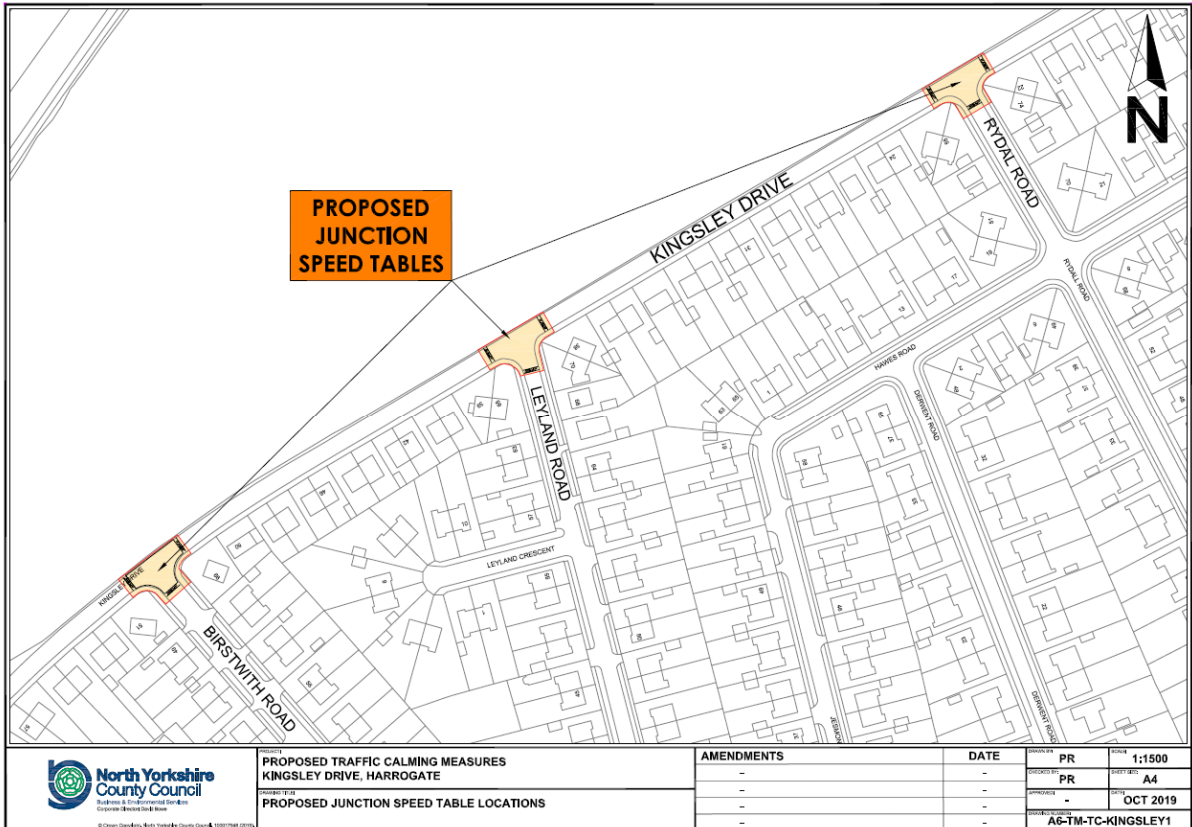
A copy of the relevant drawing showing the location of the proposed speed cushions may be inspected at County Hall, Northallerton and at Harrogate Library, Victoria Avenue, Harrogate HG1 1EG during normal office hours from 12 12 2019 to 03 01 2020 and also viewed online at www.northyorks.gov.uk/roadworks-map.

If you wish to object to the proposed speed cushions, you should send the grounds for your objection, in writing, addressed to **Area 6 Boroughbridge Highways Office, Stump Cross, Boroughbridge, York YO51 9HU** or by email to area6.boroughbridge@northyorks.gov.uk or via the website link above by **03 01 2020**

Dated 12 12 2019

BARRY KHAN, Assistant Chief Executive (Legal and Democratic Services), County Hall, NORTHALLERTON

DRAWING DETAILING EXTENT OF PROPOSED TRAFFIC CALMING



PROPOSED TRAFFIC CALMING MEASURES
KINGSLEY DRIVE, HARROGATE

PROPOSED JUNCTION SPEED TABLE LOCATIONS

AMENDMENTS	DATE	DESIGNED BY	PR	SCALE
-	-	DESIGNED BY	PR	1:1500
-	-	APPROVED BY	-	A4
-	-	DATE	-	OCT 2019
-	-	PROJECT NUMBER	-	A6-TM-TC-KINGSLEY1

Initial equality impact assessment screening form	
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.	
Directorate	Business and Environmental Services
Service area	Highways and Transportation
Proposal being screened	Kingsley Drive, Harrogate - Traffic Calming measure proposals: Consideration of Objections
Officer(s) carrying out screening	Paul Ryan, Project Engineer (ext. 7491)
What are you proposing to do?	Introduction of speed platforms at three junctions on Kingsley Drive, Harrogate linked to the new Stonebridge Homes development at Kingsley Farm and a s278 agreement conditioned through the planning application process to install traffic calming measures to reduce vehicle speeds in the local area.
Why are you proposing this? What are the desired outcomes?	<p>The traffic calming proposals are as a result of a planning condition associated with the Stonebridge Homes development off Kingsley Road.</p> <p>This planning condition was introduced at the request of the local highway authority as part of the highway comments on the planning application, due to anecdotal evidence of motorists' 'rat-running' along Kingsley Drive, giving rise to concerns about road safety and excessive speeds. The proposals initially put forward by the housing developer included for the introduction of chicanes on Kingsley Drive, but unfortunately, upon reviewing this submission, design standards could not be satisfied and therefore this proposal for the three speed tables was offered as an alternative solution.</p> <p>Section 122 of the Road Traffic Regulation Act 1984 provides that it is the duty of a local authority, so far as practicable, to secure the expeditious, convenient and safe movement of traffic and provision of parking facilities. The Local Authority is required to make arrangements which it considers appropriate for planning and carrying out this duty.</p> <p>Road safety and traffic calming are carried out in accordance with the following Legislation and Guidance:</p> <ul style="list-style-type: none"> • The Highways Act 1980 • Road Traffic Regulation Act 1980 • The Transport Act 1981 • The Road Traffic Act 1991 • The Traffic Calming Act 1992 • Disability Discrimination Act (DDA) 1995 • The Highways (Road Humps) Regulations 1999.
Does the proposal involve a significant commitment or removal of resources? Please give details.	No

Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics

As part of this assessment, please consider the following questions:

- To what extent is this service used by particular groups of people with protected characteristics?
- Does the proposal relate to functions that previous consultation has identified as important?
- Do different groups have different needs or experiences in the area the proposal relates to?

If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your [Equality rep](#) for advice if you are in any doubt.

Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		√	
Disability		√	
Sex		√	
Race		√	
Sexual orientation		√	
Gender reassignment		√	
Religion or belief		√	
Pregnancy or maternity		√	
Marriage or civil partnership		√	
NYCC additional characteristics			
People in rural areas		√	
People on a low income		√	
Carer (unpaid family or friend)		√	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	The proposed traffic calming measures will improve access for disabled persons and other road users by providing improved pedestrian crossing/ wheelchair crossing point and reduce vehicle speeds improving road safety in the local area.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	√	Continue to full EIA:
Reason for decision	It is not considered that any individual or group with protected characteristics would be affected by the proposal.		
Signed (Assistant Director or equivalent)	<i>Barrie Mason</i>		
Date	07/02/2020		

