

North Yorkshire Council

Harrogate and Knaresborough Area Constituency Committee

14 September 2023

Review of Petition 'For a maximum speed of 20mph on roads in south and west Harrogate to improve road safety'

Report of Corporate Director of Environment

1.0 Purpose of the Report

1.1 The purpose of this report is to present Members of the Harrogate and Knaresborough Area Constituency Committee (ACC) with officer findings and proposed actions following the review of the petition, received on 08 June 2023 'For a maximum speed of 20mph on roads in South and West Harrogate to improve road safety'. Members' feedback is also sought.

2.0 Background

2.1 Local road safety campaigners presented a petition with 924 signatures to the Harrogate and Knaresborough ACC on 08 June 2023. The petition requested a maximum speed of 20mph for roads in South and West Harrogate, across Oatlands, parts of Pannal, Stray, Hookstone and St Georges. The proposed petition area can be found in Appendix 1- Harrogate Petition 20mph.

2.2 North Yorkshire Council (NYC) officers acknowledged receipt of the petition and made a commitment to carry out a further review of the speeds in the area detailed.

2.3 Members of the ACC resolved to endorse the petition at their meeting on 08 June 2023.

3.0 20mph Review Area Identified

3.1 The area subject to the petition is shown highlighted in blue on the plan in Appendix 1 and covers the Oatlands, Hookstone, St Georges and Leeds Road areas of Harrogate. Alongside residential roads, the proposal includes three principal A roads; A661 (Wetherby Road), A61 (Leeds Rd) and A6040 (York Place). Within this area are six schools (one college, two secondary and three primary schools) and other local community attractors to the area such as The Stray, Harrogate Showground and Greenaway cycle/ pedestrian links, Hookstone Wood and local Bridleway, Oatlands playing fields, Hornbeam Park business park and Hornbeam train station. Harrogate Town AFC and the district Hospital are located on Wetherby Road (A61) and should therefore also be considered as a destination point within the review area, for both the local community and visitors to the town.

3.2 The area highlighted yellow in Appendix 1 has also been brought to the attention of officers and the ACC by the local campaign groups. Given the proximity and links to the petition area (blue), it was logical to extend the review to consider 20mph implementation in this area also. This area (yellow) also includes two strategic roads; Leeds Road (A61) and Otley Road (B6162), three secondary schools, two primary schools and a sports centre. Also, Cardale Park business park, RHS Gardens Harlow Carr and the Dutchy Hospital form part of the review area, whereas Coldbath Road businesses and Western Primary schools do not. Nevertheless, given their close proximity and the likely destination trips they generate, they have also been included in the review.

3.3 Within the full review area (blue and yellow) there are two existing 20mph (signed only) schemes. on Pannal Ash Road and Hookstone Wood Road respectively. It should be noted that a section of Coldbath Road and streets off this route has also been historically signed and designated as 20mph. These are identified on the plan in Appendix 1 as green.

4.0 Discussion re the Review Methodology

4.1 A review has been undertaken in accordance with North Yorkshire Council's 20mph Speed Limit & Zone policy (2022) and the national guidance set out in the Department for Transport's (DfT) Circular 01/2013 'Setting Local Speed Limits'. Both desk top reviews and site visits were carried out using the guidance in paragraph 5.13 of the policy, which involves consideration of the following issues:

- Links to NYC policy for modal shift and active travel opportunities
- The road is not a network hierarchy Category two road
- The Annual Average Daily Traffic (AADT) flow is not considered excessive for that route and not likely to increase significantly
- There is a record of speed related personal injury collisions over the last three years or there will be a reduced likelihood of personal injury collisions
- There are pedestrian and cyclist movements and more will be encouraged by the introduction of a 20mph speed limit
- There are suitable characteristics, and it is a suitable highway environment
- There is a school or other community amenity on the road/in the area
- A seven-day speed survey proves the existing mean (average) speeds are at or below 24mph for a speed limit to be introduced.
- The change will result in good compliance without the reliance of police enforcement
- Vulnerable road user concerns outweigh the disadvantages of longer journey times for motorised traffic
- The intervention is likely to improve the quality of life for residents
- The scheme is unlikely to attract negative feedback

5.0 Data Collection

5.1 To support site observations, officers have reviewed speed data collected via the Council's permanent traffic counters. The following roads have been identified as having speeds over 24mph (mean speeds), these roads have been highlighted pink on the plan in Appendix 1.

Road	Mean Speeds (mph)
Oatlands Drive	31.6 (2015)
Yew Tree Lane	32 (2022)
Green Lane	27.9 (2014)
Pannal Ash Road	28 (2021)
Arthurs Avenue	19 (2019)
Beckwith Road	28 (2021)
Whinney Lane	33 (2018)

5.2 Where speeds exceed 24mph NYCs 20mph Speed Limit and Zone Policy recommends the introduction of traffic calming measures, for example speed humps or chicanes, to physically reduce speeds.

5.3 Officers have also reviewed personal injury collision data recorded by North Yorkshire Police, focusing on those with speed related causation. For the preceding fiveyear period, 01/01/2018 and 30/06/2023. Records show that during this period, there have been three speed related collisions resulting in personal injury. Shown in table 1 below.

Table 1

Location	Severity of incident	Date
A61 York Place Harrogate	Slight- one casualty	2019
S West of A6040 Knaresborough Rd, Harrogate	Slight- two Casualties	2021
Hookstone Road	Serious- one Casualty	2023

5.4 Officers have also engaged with the local road safety campaign groups, with several community meetings taking place with the schools represented. Although not recorded as a speed related collision, officers are aware of the concerns raised regarding the collision on Yew Tree Lane involving two school pupils, in February 2023. Both school children were pedestrians and were injured and hospitalised as a result of the accident.

6.0 Links to Schools

6.1 Within the full Review area there are eleven schools (one college, five secondary schools and five primary schools). North Yorkshire Council's Sustainable Transport Officer continues to work with local schools to support the delivery of Travel Plans through the Modeshift STARS programme.

6.2 Five of the eleven schools within the review area have active travel plans.

6.3 Colleagues from the York and North Yorkshire Road Safety Partnership have been providing education sessions in the schools within the Oatlands area this year, supported with curriculum resources from the NYC Road Safety team.

7.0 Consideration with Active Travel Projects in Harrogate

7.1 The plan within Appendix 2 recognises the link between the speed limit review area and the Active travel schemes. For ease of reference these are set out in Table 2.

Table 2

Active Travel Project	Location	Links with the speed limit review area
Active Travel Fund (ATF)	Victoria Avenue	Delivery of an enhanced sustainable transport route (pedestrian/wheeling and cycling) linking the study area with the town centre.
Transforming Cities Fund (TCF)	Station Parade/ Town Centre	Delivery of an enhanced sustainable transport route (pedestrian/wheeling and cycling) linking with Victoria Avenue and the study area.
Oatlands Feasibility Study	Oatlands Drive and surrounding residential area	Review of existing travel modes in the area to develop future improvements for sustainable travel.
National Productivity Investment Fund (NPIF) Harlow Moor Road Junction Improvements and phase 1 cycle routes	From junction of Otley Road/ Cardale Park to Otley Rd Arthurs Avenue.	Junction widening at Harlow Moor Road Junction and introduction of an off-road cycle route link from Cardale Park to Arthurs Avenue along the Otley Road corridor
National Productivity Investment Fund (NPIF) Otley Road Sustainable Transport Package- West Harrogate	Otley road corridor and surrounding Area from Arthurs Avenue	Development and delivery of a package of measures to support and enhance sustainable travel options in the area.

	to the town centre	
Harrogate Transport Improvement Package (HTIP)	A61 Leeds Road and beyond to include Park and Ride consideration	Focus on the Leeds Road Corridor to consider traffic reduction measures. Park and Ride sites are also considered as part of this study.
West of Harrogate Parameters Plan	West of Harrogate Road network	The West Harrogate Parameters Plan will be used to identify what infrastructure is required and to help assess the planning merits of future developments in the area. This includes junction improvement and sustainable travel options.
Harrogate Local Cycling and Walking Improvement Plan (LCWIP)	Cycle elements complete for Harrogate. It is currently being upgraded to full LCWIP	This document identifies the main cycling and walking improvements in Harrogate.

7.2 Further measures to complement active travel and road safety in the area were agreed following highway officer meetings with the road safety campaigners and local school representatives. These include.

- The implementation of Oatlands Drive and Wetherby Road Crossing points (linking Slingsby walk). Wetherby Road will be a signalised crossing and Oatlands Drive will be a Parallel crossing
- School Streets pilot Birchwood Mews (Oatlands Infants)
- Implementation of additional yellow lining Hookstone Drive/Road, Birchwood Mews and Cromwell Road
- Refresh of lining on Hookstone Road and Hookstone Drive
- Maintenance of gullies and tactile paving along the footpath link between the Oatlands Junior school and Oatlands infant school
- Improvements to the Bridleway (signing, vegetation clearance and resurfacing).

7.3 As part of the Otley Road Sustainable Transport package (National Productivity Investment Fund, NPIF Package), the implementation of a 20mph speed limit on Cold Bath Road and Arthurs Avenue is recommended. (These have been recognised in this review and are proposed to be funded through the NPIF package but are subject to approval by the Corporate Director of Environment and Executive Member for Highways and Transportation in Autumn 23). Other proposals recommended as part of this package can be found in table 3.

Table 3

Item Number	Proposals and/or Requests	Anticipated Improvement
1	Signal upgrade at Cold Bath Road / Otley Road/Arthurs Avenue Junction	Upgrading signal equipment to link with signals at Pannal Ash Road Junction. Also look into amending some of the kerblines to make the footpaths wider
2	Improvements and alterations to the bus stops along Otley Road Corridor	The changes will include relocation/removal of bus stops to reflect current services. Improvements to kerbs, signs etc. for accessibility.
3	Extension of the 20mph on Cold Bath Road to the junction with Otley Road including surrounding residential roads	Traffic calming required alongside formalising parking arrangements and installation of double yellow
4	Improve the access arrangements at the pedestrian crossing outside Falcon Chiropractic on Cold Bath Road and install a raised table to calm traffic	Relocate signals cabinet to opposite side of the road where the pavement is wider. Relocate the cycle storage and refuse bin.
5	Install an uncontrolled crossing point on Cold Bath Road adjacent Western Primary School	Install a build out and uncontrolled crossing point. May require amendments to the parking bays and extension of double yellow lines
6	Improve the crossing between the public right of way (PROW) on Green Lane and Ashville College	Provide a build out to improve visibility emerging from the Public Right Of Way and also slow traffic at the uncontrolled crossing point.
7	Review signing for cycle routes across the area	Review and improve signing of the cycleroutes across Harrogate in line with the LCWIP
8	20mph limit or zone outside Harrogate Grammar school on Arthurs Avenue (incorporating Cundall Way, Southway, Grasmere Crescent, Rossett Way, Arthurs Close, Arthurs Grove, Richmond Avenue, Richmond Road, Richmond Close, Richmond Holt)	Reduction in speed limit to 20mph with associated traffic calming
9	New cycle parking and improved public realm on Cold Bath Road.	Parklet or similar for cycle parking and places to sit/rest
10	Potential improvement to Nursery Lane to allow cyclists to use as an off-road leisure route	Investigate the potential of a cycle track order and associated infrastructure works to the surface. Thirs Party Land would be required.

7.3.1 Further details can be found in the report of 14 September 'Otley Road Sustainable Transport Package- West of Harrogate' which is also included on this agenda.

7.4 It should also be noted that Pannal Ash Road is proposed to be included on the Highways Capital Works Programme for full resurfacing and traffic calming, which is likely to be speed bumps. The full capital programme for 2024/2025 will though considered for approval by Corporate Director of Environment and Executive Member for Highways and Transportation before the end of the calendar year.

8.0 Road Categories

8.1 The following roads are considered as principal A routes or roads recognised as strategic links, carrying a significant volume of traffic, into, out of and across Harrogate.

Wetherby Road- A661

Leeds Road - A61

York Place – A6040

Otley Road – B6162

Hookstone Road/ Hookstone Drive.

8.1.1 Due to the nature and function of these roads and the volume of traffic it is not deemed appropriate to reduce the speed limit to 20mph and implement traffic calming. Function is a key consideration as referenced in NYC's 20mph Speed Limit and Zone Policy and the DfT Circular 01/2013 'Setting Local Speed Limits'. These roads are highlighted as red on the plan found in Appendix 1.

8.2 It is recognised that a secondary school is located on Hookstone Drive. The mean speed recorded on this road in August 2023 was 30mph, which would therefore require traffic calming measures to support the reduction to 20mph. Given the volume of vehicles and strategic link and function of the road between Wetherby Road and Leeds Road, reducing the speed limit to 20mph is not recommended. This is in line with existing local policy and national guidance, as referenced in 8.1. As an alternative, it is proposed to refresh the road markings and improve the signing in the area, where required. There is also a primary school on Wetherby Road, with whom, officers are working to review the crossing points in the local vicinity.

9.0 Crossing Points

9.1 The submitted petition requests the consideration of three crossing points. Two of these are located on Hookstone Road and one on Leeds Road. These have been reviewed and table 4 provides further detail regarding recommended actions.

Table 4

Location	Recommended Action
Leeds Road, junction with Fulwith Mill Lane	It is recommended that this is considered in line with the A61 Corridor Improvement package - (HTIP)
Hookstone Road – opposite Hookstone Bridleway	The team has reviewed this historically and provided feedback to the road safety campaign group representatives. A signalised crossing cannot be delivered here due to lack of space and private driveways. We have committed to review the need for a pedestrian island here in the future should aspirations for a new footpath link across the park be delivered. Work referenced in paragraph 7.2 will improve existing desire lines.
Hookstone Road - near Gladstone Street	There is a signalised crossing point at this location but officers recommend further discussions with the Oatlands Infants school take place regarding the observed desire lines and use of the crossings. It is noted that their walking bus initiative uses this route from M and S carpark.

10.0 Proposed Recommendations

10.1 The review recognises a high density of schools, community facilities and active travel links within the review? area and having regard to our statutory duty in section 122 of the Road Traffic Regulation Act 1984, it is concluded that a reduced speed limit across the residential roads would have a positive impact on road safety, as well as contributing to the creation of active travel place making and creating a safer environment that encourages sustainable travel modes for families, this could be walking, wheeling, or cycling.

10.2 It is recommended that those roads highlighted in pink on the plan (Appendix 1) and referenced in paragraph 5.1, are reduced to 20mph along with the implementation of physical traffic calming and any further improvements deemed necessary, as .

10.3 It is recommended that the remaining residential areas (shaded blue and yellow on Appendix 2) are signed only 20mph schemes, with associated lining (20mph roundels) on the access and entry points.

10.4 Local Councillors Mann and Schofield have had an opportunity to review the proposed recommendation with officers and demonstrated support for the proposals, recognising that these proposals are subject to necessary formal consultations and the process of Traffic Regulation Orders.

10.5 Officers are recommending that those areas in red on the plan (Appendix 1) do not see a reduced speed limit to 20mph, as referenced in paragraph 8.0.

11.0 Next Steps

11.1 Recommendations will be reported to North Yorkshire Council's Environment Corporate Director and Executive Member for Highways and Transportation, seeking approval to commence implementation in the next calendar year (2024).

11.2 A programme of implementation will be identified for intended delivery in 2024. It should however be recognised that the implementation will require necessary stakeholder and statutory consultation and a formal Traffic Regulation Order (TRO) process. Those sites requiring the introduction of traffic calming will require detailed designs and a longer delivery programme.

11.3 The outcome of consultations and any objections received as part of the stakeholder, statutory and TRO processes will be considered and presented to the Area Constituency Committee prior to any final decision being made.

12.0 Equalities Implications

12.1 Consideration has been given to the potential for any adverse equalities impact arising from the recommendations of this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on any of the protected characteristics identified in the Equalities Act 2010 or NYC's additional agreed characteristics. The completed Equalities Impact Assessment screening form can be found in Appendix 3.

12.2 All proposals for a reduced speed limit and where required, traffic calming will be subject to a full consultation exercise providing the opportunity for stakeholders to make representations on the proposal.

13.0 Financial Implications

13.1 Funding for road safety and improvements works is already considered as part the annual Highways Capital Works Programme. The cost implications of the proposed recommendations set out in this report, will therefore be met from existing budgets.

13.2 It should however be noted that the 20ph limit on Cold Bath Road (Outside of the petition Area) and Arthurs Avenue are proposed to be funded through the Otley Road Sustainable Transport Package (National Productivity Investment Fund), estimated cost for the delivery of traffic calming and the introduction of a 20mph speed limit at these two locations is £175K.

14.0 Legal Implications

14.1 In making these proposals the Council has given proper consideration to its statutory duty pursuant to Section 122 the Road Traffic Regulation Act 1984. It is acknowledged that the establishment of any 20mph speed limit or zone will be subject to the appropriate statutory legal process for the making of Traffic Regulation Orders for speed limits and traffic calming measures and also having regard to the Highways Road Humps) Regulations 1999.

15.0 Climate Change Impact Assessment

15.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment has been completed and included as Appendix 4 to this report. It is the view of officers that the recommendations included in this report do not have any adverse impacts on Climate change.

16.0 Recommendation

16.1 That Members consider the proposals and provide officers with relevant feedback.

APPENDICES:

Appendix 1 – Plan of Petition Area

Appendix 2 – Plan of Petition area showing Active Travel Projects

Appendix 3 – Equalities Impact Assessment

Appendix 4 – Climate Change Impact Assessment

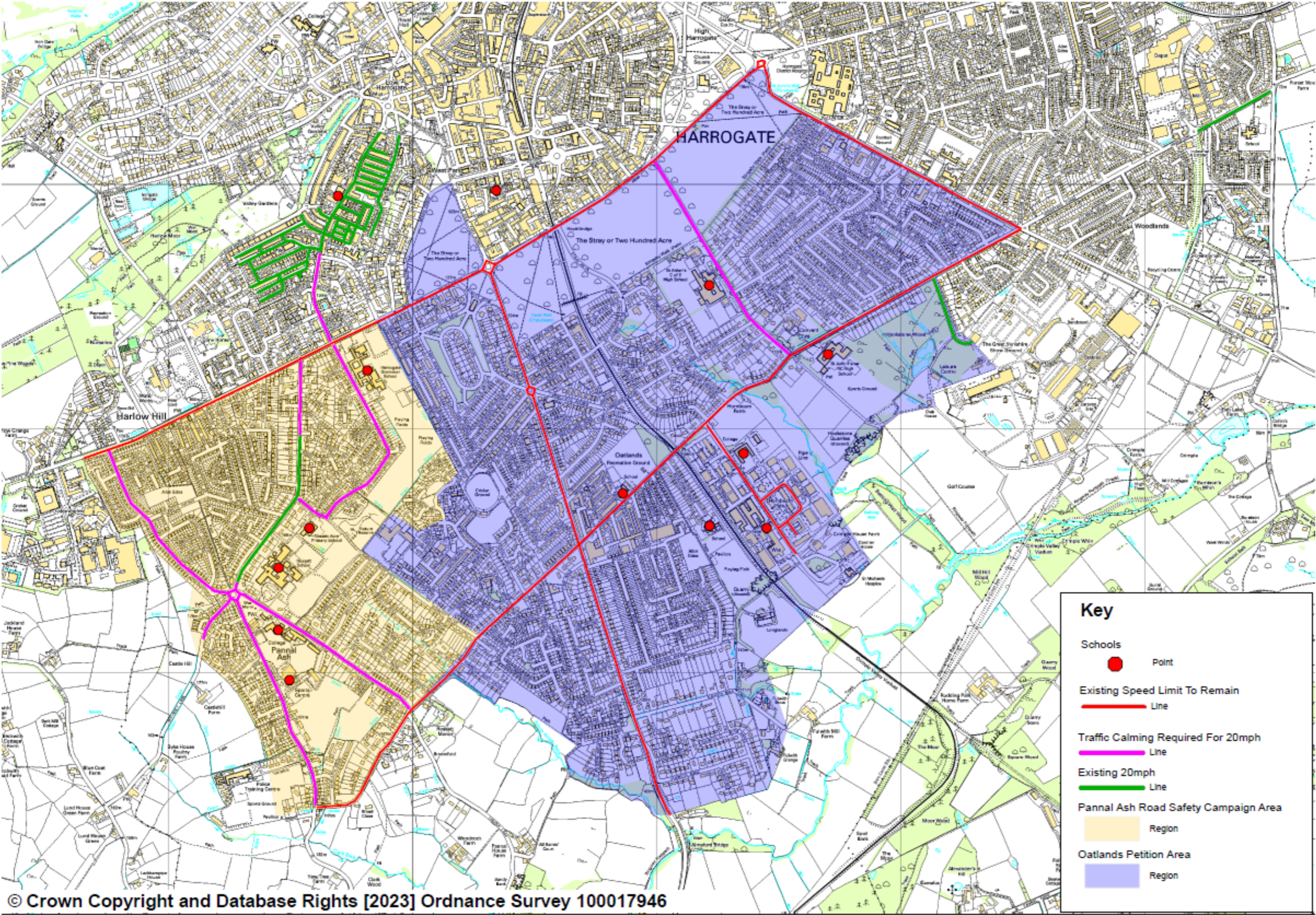
BACKGROUND DOCUMENTS: None

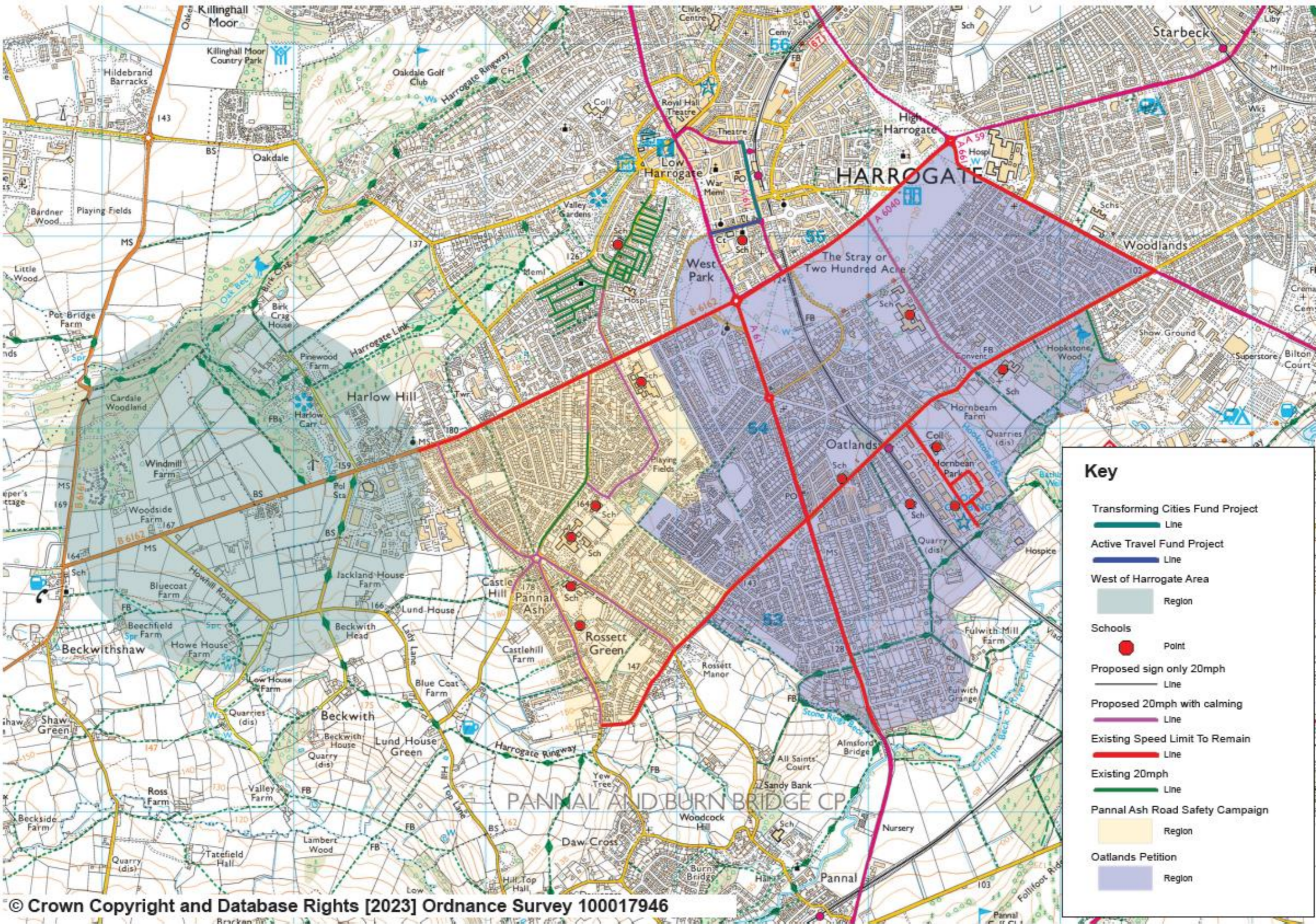
KARL BATTERSBY
Corporate Director of Environment
County Hall
Northallerton
25 August 2023

Report Author – Melisa Burnham, Area Manager

Presenter of Report – Melisa Burnham, Area Manager

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.





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	Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	Review of Petition 'For a maximum speed of 20mph on roads in south and west Harrogate to improve road safety'		
Officer(s) carrying out screening	Melisa Burnham		
What are you proposing to do?	The purpose of this report is to present members of the Harrogate and Knaresborough Area Constituency Committee with Officer findings and proposed actions following the review of the received petition on 8 June 23 'For a maximum speed of 20mph on roads in South and West Harrogate to improve road safety'.		
Why are you proposing this? What are the desired outcomes?	To provide an update regarding the review and recommended outcome.		
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 NYC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> • 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		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
NYC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable	N/A		

impacts (e.g. disabled people's access to public transport)? Please give details.				
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.	N/A			
Decision (Please tick one option)	EIA not relevant or proportionate:	x	Continue to full EIA:	
Reason for decision	All proposals for a reduced speed limit and where required traffic calming will be subject to a full consultation exercise providing the opportunity for stakeholders to make representations on the proposal.			
Signed (Assistant Director or equivalent)				
Date				

Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Review of Petition 'For a maximum speed of 20mph on roads in south and west Harrogate to improve road safety'
Brief description of proposal	This report seeks to provide details of the review of a petition request for a maximum speed of 20mph to be introduced on roads in South and West Harrogate, to improve road safety. The report also seeks to make recommendations regarding measures to be implemented.
Directorate	Environmental Services
Service area	Highways & Transportation
Lead officer	Melisa Burnham (Area Manager)
Names and roles of other people involved in carrying out the impact assessment	Heather Yendall (Improvement Managers)
Date impact assessment started	21/08/23

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NOT PROTECTIVELY MARKED

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

Not applicable

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

Funding for road safety and improvements works is already considered as part the annual Highways Capital Works Programme. The cost implications of the proposals set out in this report recommendation will therefore be met from existing budgets.

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How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.	
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			The imposition of speed limits will help support active travel and road safety. It is recommended that 20mphs are not introduced on the strategic, higher trafficked roads.	No negative impacts identified.	Improved engagement with the public to support the take-up of more active travel options and to continue with the delivery of other strategic transport projects in Harrogate Town Centre. Continue to support the schools with travel planning implementation.
	Emissions from construction		x		There is likely to be no impact.	N/A	N/A
	Emissions from running of buildings		X		N/A	N/A	N/A

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X				
Reduce water consumption		X				
Minimise pollution (including air, land, water, light and noise)	X			Over a longer time period, by creating safer streets and supporting sustainable travel infrastructure in the immediate area, will facilitate a shift towards active and sustainable modes of transport.		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Enhance conservation and wildlife		X				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		X			New signage will be required, but necessary policies will be adhered to ensuring locations are sympathetic to the area and only where legally required.	
Other (please state below)						

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NOT PROTECTIVELY MARKED

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

N/A

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Officers are recommending the introduction of 20mph on a number of residential areas, within the petition review area. These will contribute to roadsafety in the area and compliments a number of active travel measures in the area .

These recommendations are subject to formal consultation with stakeholders and formal traffic regulation order process will need to be carried out before implementation.

Sign off section

This climate change impact assessment was completed by:

Name	Melisa Burnham
Job title	Area Manager
Service area	Highways and Transportation
Directorate	Business and Environmental Services
Signature	M Burnham
Completion date	21/08/2022

Authorised by relevant Assistant Director (signature):

Date:

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