

**North Yorkshire Council**  
**Environment Executive Members**

**01 November 2024**

**Proposed North Yorkshire Council (50mph Speed Limit) (A61 Ripon Road)  
(Ripon to Ripley) Order 2024**

**Report of the Assistant Director – Highways and Infrastructure**

**1.0 PURPOSE OF REPORT**

- 1.1 To advise the Corporate Director of Environment and the Executive Member for Highways and Transportation on the outcome of the public consultation for a lower speed limit on the A61 between Ripon and Ripley; and
- 1.2 To seek their approval to reduce the speed limit from 60mph to 50mph, or for it to be set aside in light of the objections received to the Traffic Regulation Order advertised for public comment in July 2024.

**2.0 BACKGROUND**

- 2.1 Ripon Road (A61) is a single carriageway, rural road between Ripon and Ripley. The speed limit outside the village of Wormald Green is currently 60mph; the national speed limit for single-carriageway derestricted roads.
- 2.2 The proposal to reduce the speed limit along this stretch of road, shown on the attached plan in Appendix A, is in response to a number of recent fatal and serious personal injury collisions and is supported by local residents, South Stainley Parish Council and North Yorkshire Police.
- 2.3 The Department for Transport's (DfT) "Setting Local Speed Limits" guidance highlights the importance of traffic authorities' delivering speed limits that are "safe and appropriate for the road and its surroundings."
- 2.4 As part of the assessment of the proposed 50mph speed limit, traffic surveys were undertaken in October 2023, in order to ascertain whether a 50mph speed limit would be self-enforceable and complied with by drivers. The surveys demonstrated that the existing mean speeds were suitable for a 50mph speed limit. The locations and the results of the surveys are attached in Appendix B.
- 2.5 Analysis of collision data from 2007 to 2023 (inclusive) showed 10 fatal, 35 serious and 125 slight personal injury collisions having taken place within the investigation area, highlighted on the accident location plan found in Appendix C. There were 4 fatalities on this stretch in 2023.

**3.0 CONSULTATION UNDERTAKEN AND RESPONSES**

- 3.1 The proposal has been subject to consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Order (TRO) was advertised for public comment in the

local press, published on North Yorkshire Council's website and by means of a legal notice placed on the relevant street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations.

- 3.2 The TRO was advertised for public comment on 04 July 2024 as follows: North Yorkshire Council (50mph Speed Limit) (A61 Ripon Road) (Ripon to Ripley) Order 2024. The last date for receipt of objections was 26 July 2024.
- 3.3 Under the constitution of the council the consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Executive and the role of the Area Constituency Committee has a consultative role on 'wide area impact TROs.' The consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with Executive Members. The decision making process 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 Councillor.
- 3.4 Since the objections received oppose the reduction in speed, which is located within 2 council wards, this does have a 'wide area impact TRO' and therefore the Skipton and Ripon Area Constituency Committees views were sought at a meeting on Wednesday 9<sup>th</sup> October 2024, to which the proposal was unanimously welcomed by the members present at the meeting.
- 3.5 Local Councillors contacted during and after the consultation are fully supportive of the proposals. This includes:
- Councillor Felicity Cunliffe-Lister
  - Councillor Nick Brown
- 3.6 In accordance with the protocol for Environment Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on the 01 November 2024.

#### **4.0 OFFICERS COMMENTS**

- 4.1 Officers have considered the objections received and have summarised the response along with officer comments in Appendix D.
- 4.2 In total, there were 3 comments received with 3 objections, these included concerns over the proposed speed limit reduction to 50mph being too low, as it would increase traffic queues and would make it increasingly difficult for to overtake agricultural vehicles who use the road frequently because of the limited passing places. The proposed speed limit is considered appropriate for the nature and characteristics of the road as it reflects current usage and is expected to be self-enforcing. Officers do not consider that a lower speed limit will be detrimental to safety, traffic volumes or journey times, e.g., mean speeds are already 46mph Northbound and 47mph Southbound.
- 4.2.1 Officers do not believe the proposed speed limit will change most of the existing speeds. However, it will reduce high speeds, better reflect the ever-changing road alignment and increase driver awareness of potential hazards.

- 4.2.2 Officers appreciate the lack of overtaking opportunities and how this can be frustrating for motorists as most of the route has a double solid line system. A study on how to provide greater opportunities for motorists to overtake slow moving vehicles is ongoing.
- 4.2.3 Setting appropriate speed limits with the aim of achieving safe and appropriate driving speeds can play an important role in improving the quality of life of those who work and live within our communities. Evidence collected by the DfT (Setting Local Speed Limits), suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times. Officers do not consider that a lower speed limit will be detrimental to the local economy and increase journey times.
- 4.3 Officers use a number of factors when determining appropriate speed limits; these are based on the DfT's guidance "Setting Local Speed Limits" and include factors such as existing traffic speeds, history of collisions, road purpose/function, population size, expected vulnerable road users and environmental affect. These factors were all considered and it was concluded that a speed limit of 50mph was appropriate for this part of Ripon Road. This was further discussed with North Yorkshire Police, as the body responsible for enforcing speed limits. The police are fully supportive of the proposal.
- 4.4 Officers consider that the proposed measures set out in this report will help improve road safety and for the reasons as set out in the Statement of Reasons for proposing to make the Order attached to this report in Appendix E. The proposed measures will also enable the Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004, i.e., to secure the expeditious movement of traffic on the authority's road network and both the more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The cost of advertising the Traffic Regulation Order and installing the speed limit signing is estimated at £5000 which will be funded from existing capital budget for road safety.

## **6.0 LEGAL IMPLICATIONS**

- 6.1 In the event that the Corporate Director of Environment and the Executive Member for Highways and Transportation resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press before the Order comes into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 6.2 Where an Order has been made (i.e. sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.
- 6.3 In recommending the implementation of the proposed TRO, officers consider that it will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004. In light of the objection being received it has also been considered whether it would be appropriate to hold a public inquiry. As there is just a specific objection to be considered it would not be proportionate in terms of both time and costs to hold an Inquiry. The objection can be given proper regard in the report and decision-making process.

## **7.0 NEXT STEPS**

- 7.1 The proposed 50mph speed limit on the A61 is effectively the first step in a series of measures to improve road safety on the A61, as part of a wider ongoing investigation. The route continues to be the subject of detailed analysis, with the intention of making further improvements over the next year. These improvements will be mainly focused on signing and lining, but existing overtaking opportunities will also be evaluated. Officers will work closely with stakeholders, such as North Yorkshire Police, so they are included in the decision making process and will ensure that local members and the community are engaged and kept up to date on progress.
- 7.2 Following the proposed speed limit reduction later in the current financial year, attention will turn in 2025/26 to general signing and lining improvements, detailed consideration of the implications of removal of an overtaking lane and potential additional measures to further improve road safety.

## **8.0 EQUALITIES IMPLICATIONS**

- 8.1 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 reduction in speed allows all people longer time in which to make decisions and crossroads, a screening form has been included in Appendix F.

## **9.0 CLIMATE CHANGE IMPLICATIONS**

- 9.1 Consideration has also been given to the potential for any adverse Climate Change impacts arising from the recommendation. The proposal is to reduce the existing speed limit by 10mph. The effects of speed limits on vehicle emissions depend upon driver behaviour. However, emissions rural areas can generally be reduced if vehicles are driven at a lower speed, and drivers observe speed limits. The speed limit changes are unlikely to increase fluctuations in driver speeds or in pollution to any significant degree. It is therefore considered that there are no significant environmental implications arising from this report. A copy of the Climate Change Impact Assessment decision form is attached as Appendix G.

## **10.0 REASONS FOR RECOMMENDATIONS**

- 10.1 A total of four people were killed in 2023 and a number of serious collisions have occurred over the past 2 years. As a consequence of this, it is considered that the existing 60mph speed limit should be reduced in recognition of the nature, usage and characteristics of this section of the A61. The DfT's "Setting Local Speed Limits" guidance highlights the importance of traffic authorities' delivering speed limits that are "safe and appropriate for the road and its surroundings." This allows the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise its functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and for preventing the likelihood of any such danger arising and preserves/ improves the amenities of the area through which the road runs, as set out in the Statement of Reasons, for proposing to make the Order.

## **11.0 RECOMMENDATION**

11.1 It is recommended that:

- i. the results of the consultation exercise are noted.
- ii. The Corporate Director, Environment, in consultation with the Environment Executive Member for Highways and Transportation, approves the introduction of a 50mph speed limit as advertised and as shown in the Plan contained in Appendix A.
- iii. That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment and Environment Executive Member for access in light of the objections received and that the objectors are notified within 14 days of the order being made.

### **APPENDICES:**

Appendix A – Location plan

Appendix B – Traffic Count (ATC) surveys.

Appendix C – Accident Location Plan

Appendix D – Summary of the objections received, together with officer comment.

Appendix E - Statement of Reasons for proposing.

Appendix F – Initial equality impact assessment screening form.

Appendix G – Climate change impact assessment.

### **BACKGROUND DOCUMENTS: None**

Barrie Mason

Assistant Director – Highways and Infrastructure

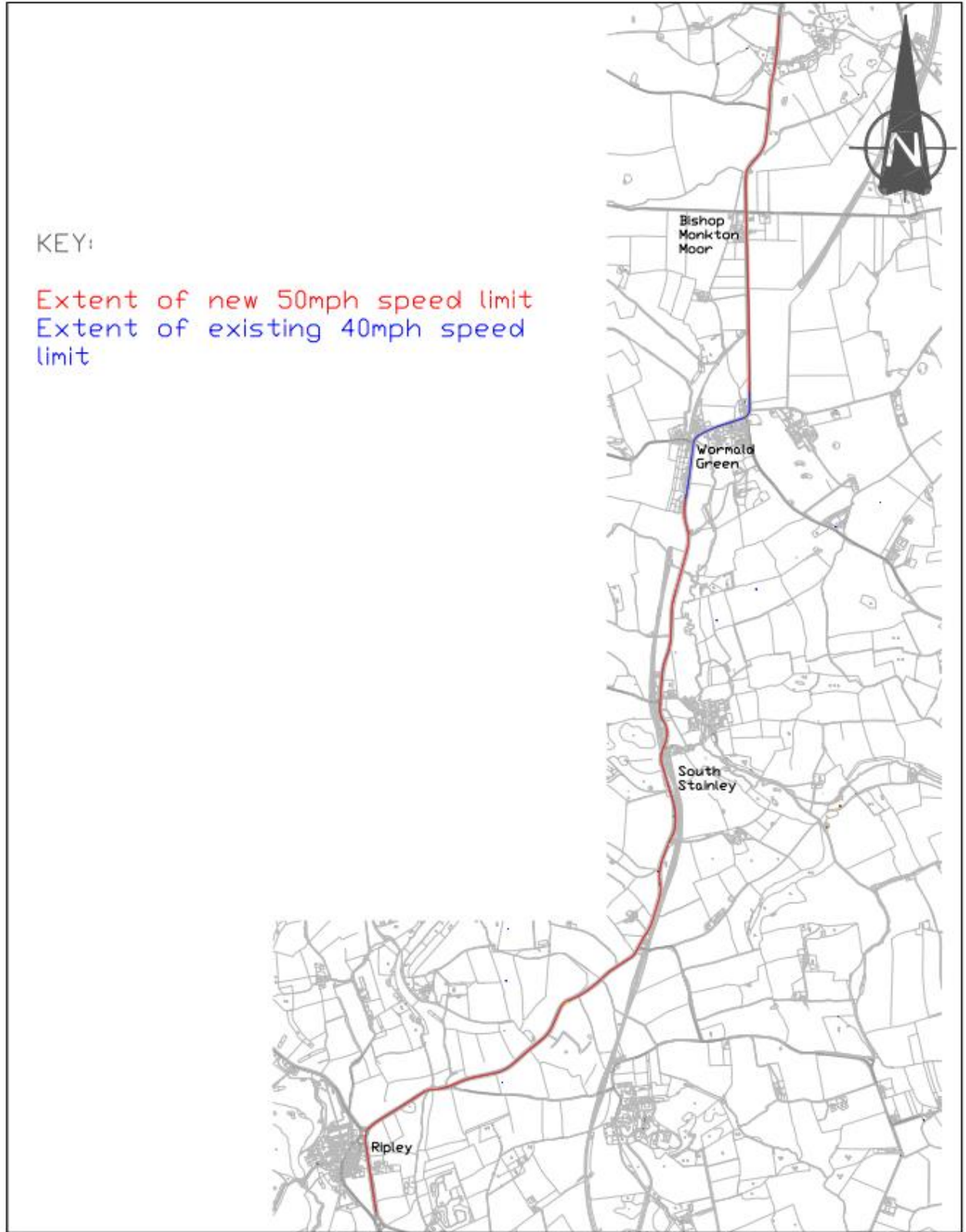
County Hall, Northallerton

01 November 2024

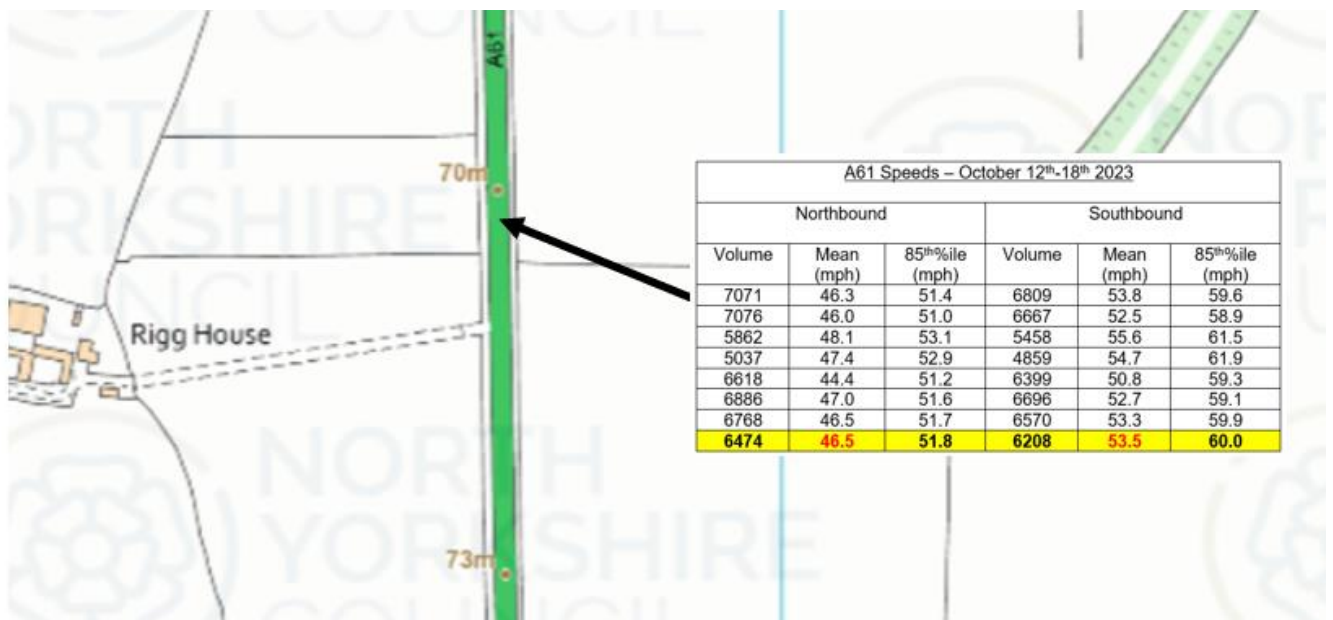
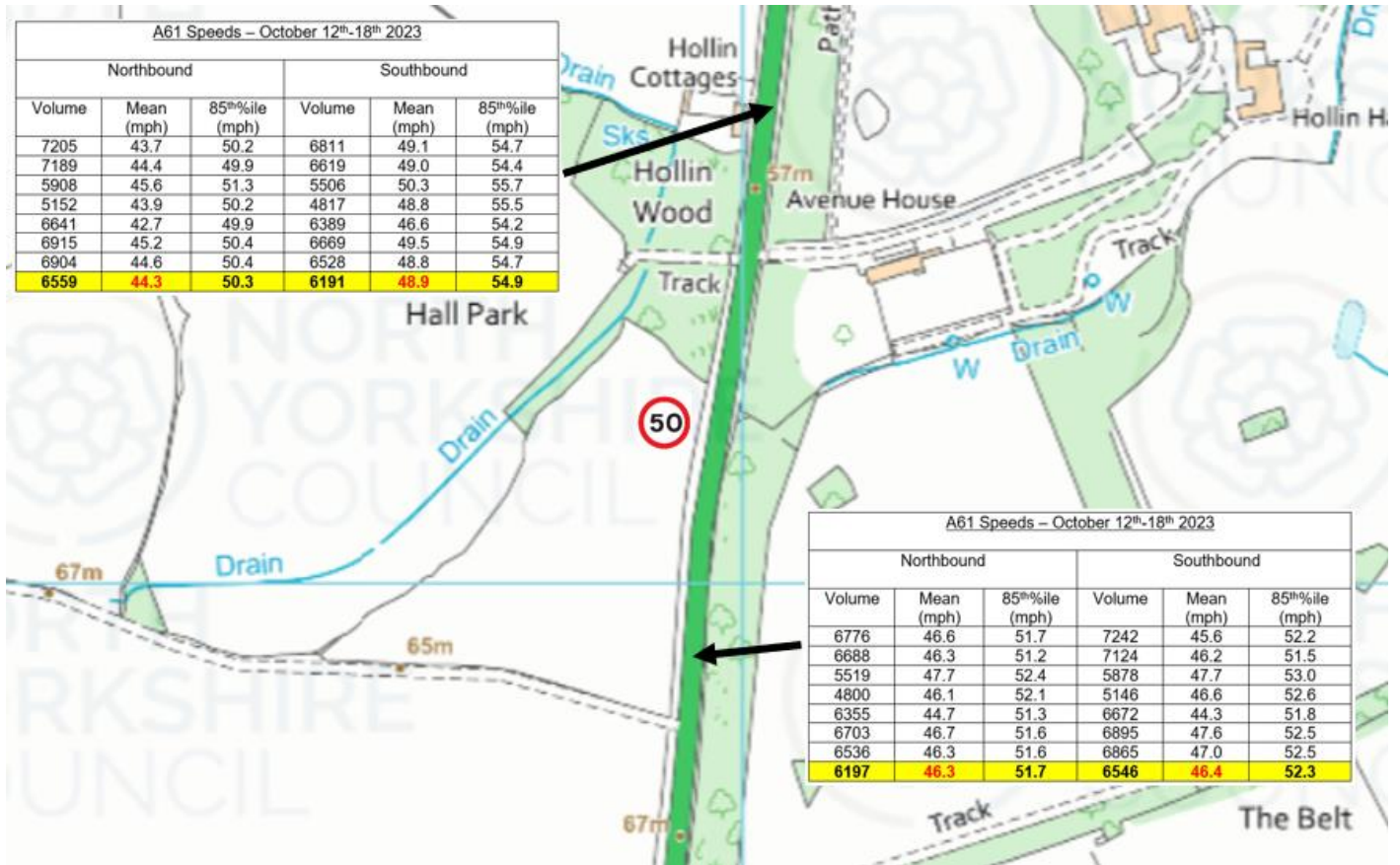
Report Author            Andrew Clare, Senior Traffic Management and Parking Engineer / Darren Griffiths, Senior Engineer Accident Investigation

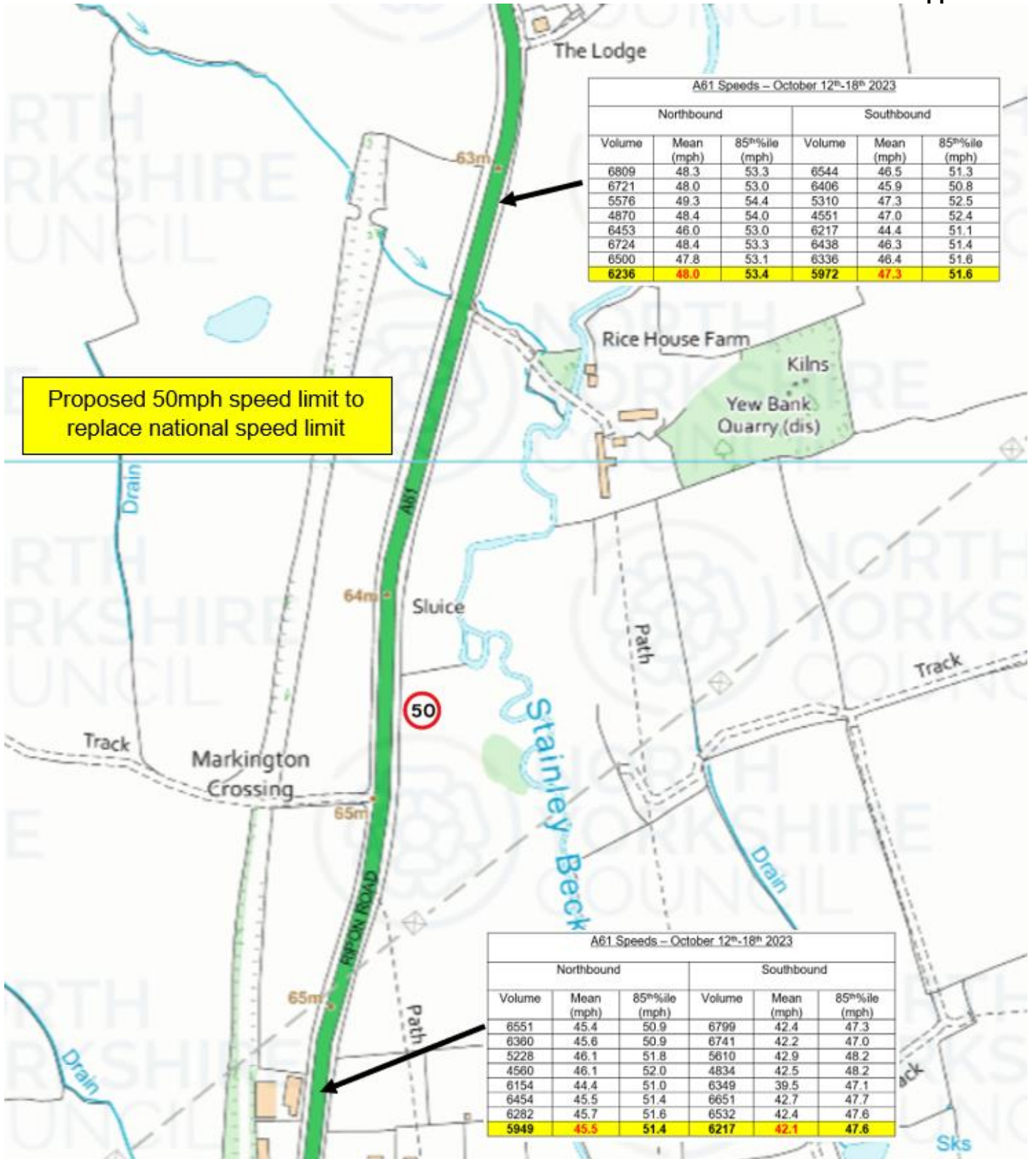
Presenter of Report    Andrew Clare, Senior Traffic Management and Parking Engineer / Allan McVeigh, Head of Network Strategy

Location plan

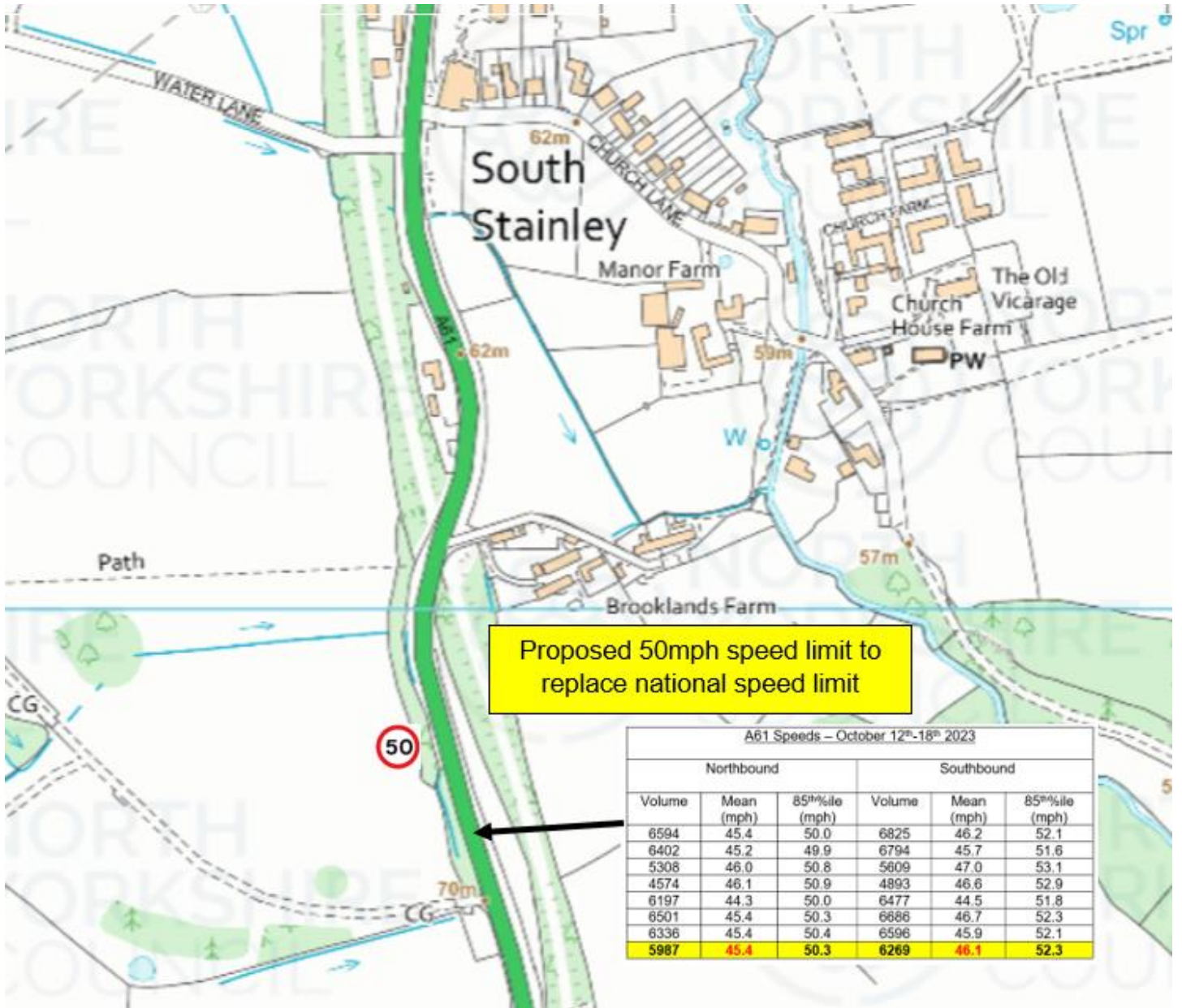


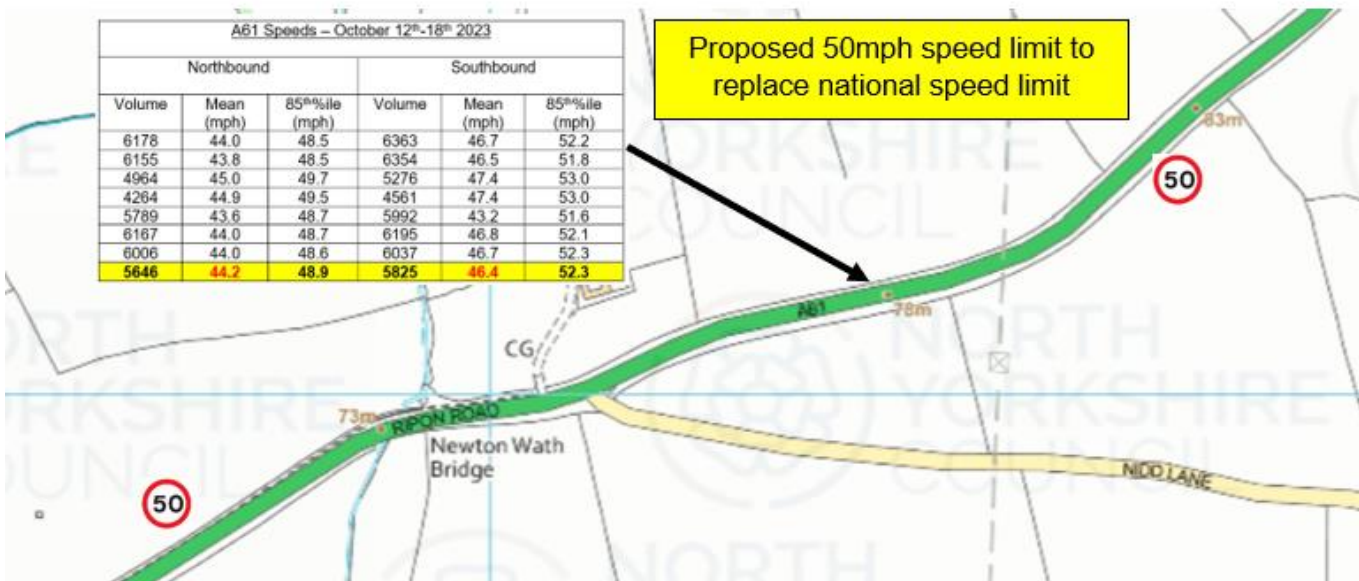
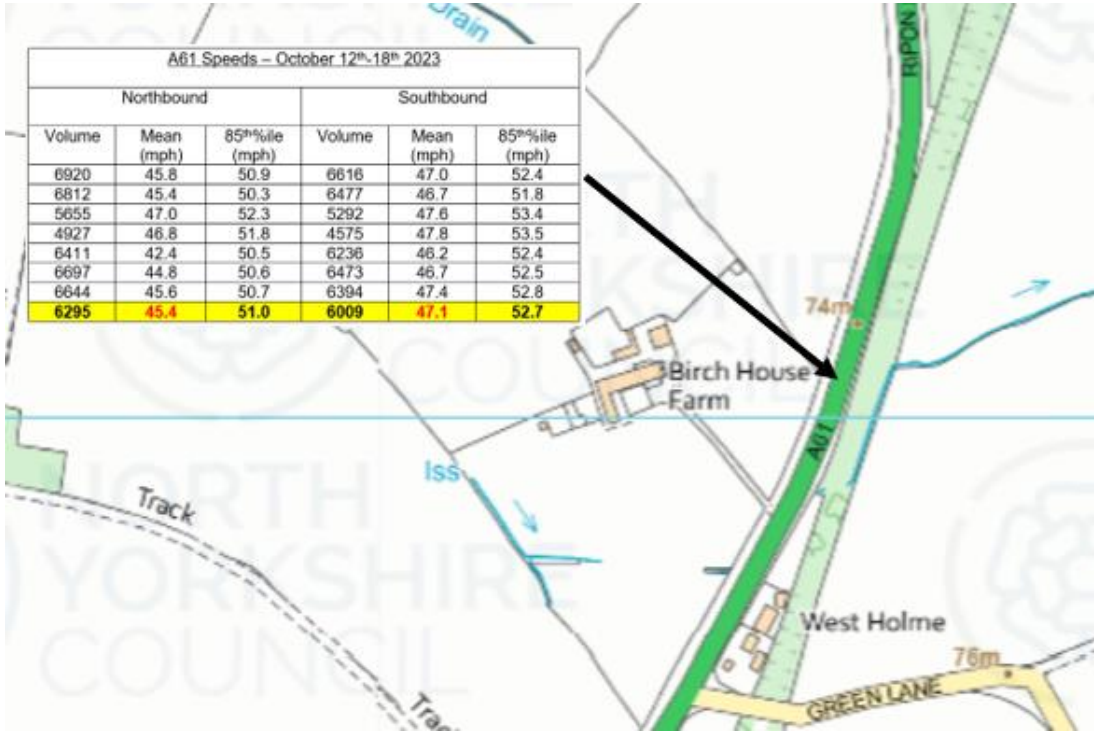
Traffic Count (ATC) survey data



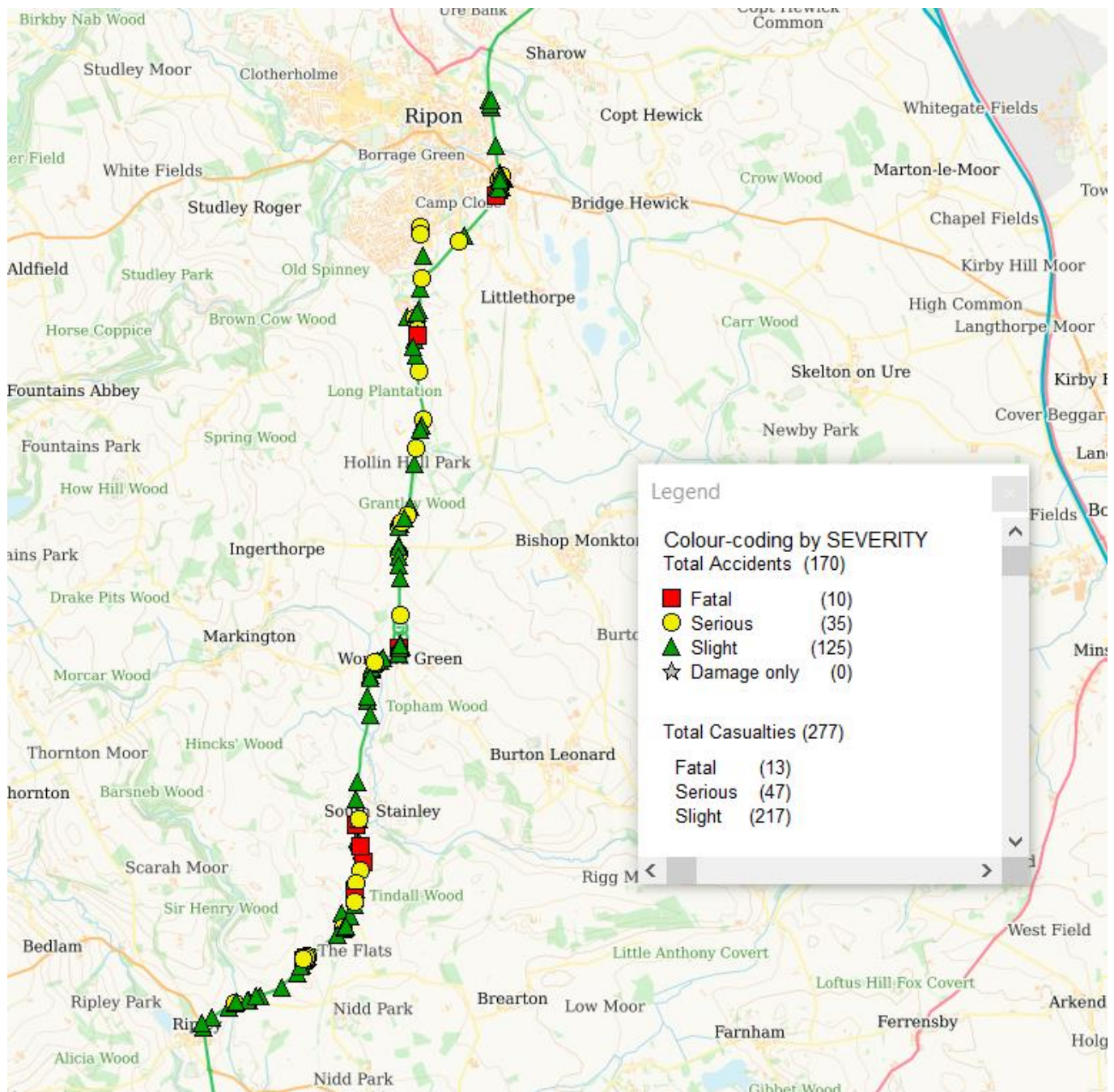








Accident Location Plan



## Summary of the objections received, together with officer comment.

Summary of Comments	Officer Comments
<p>Resident of Ripon</p> <p>I hereby register a Formal Objection to the above Order for the reasons as set out below.</p> <p>The reasons given for this Order are a standard set of blanket points as used for many years to justify ever more unreasonable impositions on the British driver, culminating in the vague assertion "To reduce vehicle traffic speed in order to improve road safety".</p> <p>It is striking to note that no evidence, accident statistics or actual causes of road accidents on the A61 has been provided to justify this measure. Therefore, there is no evidence to suggest that a 10-mph speed limit reduction would have any positive effect.</p> <p>The reduction of the limit may well be detrimental to safety as it means that to overtake a slow-moving vehicle (e.g., farm tractor) observance of 50 mph will increase the distance required to complete the manoeuvre, thus creating a more hazardous situation. There are already insufficient stretches suitable for overtaking, dating back many decades since the removal of several 3-lane sections with deliberate removal of opportunities to overtake (e.g., centre lane hatching on Ripley by-pass).</p> <p>Traffic volumes on the A61 can only increase due to over-intensive building of housing estates (e.g., 1300 at Ripon barracks and 390 at West Lane Ripon). The proposed measure will only lead to ever longer traffic queues with the attendant and inevitable increase in emissions - in direct conflict with supposed council policy.</p> <p>A positive approach to road safety would involve moving the maximum volume of traffic as swiftly and safely as possible. Too often the official attitude to road safety is negative and based upon ever more speed restrictions and artificial obstructions, leading to even more congestion and pollution.</p> <p>I therefore consider this Order to be counter-productive, unlikely to improve safety and detrimental to the interests of the travelling public, and I conclude my Formal Objection.</p>	<p>The speed limit is considered appropriate for the nature and characteristics of the road as it reflects current usage and is expected to be self-enforcing. Officers do not consider that a lower speed limit will be detrimental to safety, traffic volumes or journey times, e.g mean speeds are already 46mph Northbound and 47mph Southbound.</p> <p>Officers do not believe the proposed speed limit will change most of the existing speeds. However, it will reduce high speeds, better reflect the ever-changing road alignment and increase driver awareness of potential hazards.</p> <p>Officers appreciate the lack of overtaking opportunities and how this can be frustrating for motorists as most of the route has a double solid line system. A study on how to provide greater opportunities for motorists to overtake slow moving vehicles is ongoing.</p>
<p>Ripon City Council</p> <p>Ripon City Council would like to raise a formal objection to the proposed 50 mph speed limit on the A61 between Ripon and Ripley.</p>	

This is a heavily used road, which already has traffic management issues due to the lack of passing places.

There has been no evidence, accident statistics or details on causes of road accidents provided to support the reasoning for the proposal, therefore there is no evidence to show that reducing the speed limit would have any positive effect.

This route is often used by farming vehicles and by reducing the speed limit it will make it difficult for vehicles to overtake these slow-moving vehicles, which could lead to long queues of traffic and dangerous maneuvers.

The volume of traffic on this stretch of road is likely to increase over the coming years with the planned building of additional housing in the area.

In conclusion, the proposed 50mph speed limit will cause further issues in managing the traffic on this road and Council request that this formal objection on the proposal is considered prior to a decision being made.

Resident of Ripon

I object to the proposed reduction in the speed limit from the national speed limit for a single carriageway road - 60mph to a proposed 50 mph from the Ripley roundabout to Ripon. I understand that this suggestion has come about due to the tragic accident at South Stainley in 2023. I would suggest that the A61 is not a dangerous road for excessive speeding.

To be effective a speed limit has to be respected by the motorist. Motorists should also drive to the prevailing conditions of the road which includes alignment both vertical and horizontal as well as any roadside hazards.

If it is not respected, then the imposition of a speed limit is a waste of time and will therefore not do the job that a speed limit is required to do. A speed limit also has to be enforced by the police and if they are not able to provide the manpower or technology to do this then once again the speed limit is a waste of time and will not do the job required of it.

Motorists will only adhere to a speed limit if they acknowledge that it is in place for a good reason.

A speed limit should not be imposed as a knee-jerk re-action to an individual incident. I would hazard a guess that the cause of the accident at South

Stainley was not due to excessive speed but to driver error in not reading the road correctly.

In considering the imposition of a speed limit various criteria should be considered:-

- a) The speed of vehicles over a three-year period and calculated on an 85% percentile figure,
- b) There should be casualty figures again over three years both fatal and non-fatal,
- c) There should be an assessment of the road environment/alignment both vertical and horizontal and any specific road hazards i.e., road junctions.

I suggest the above criteria because they formed the basis of a Department of Transport Circular 10/69? and although time and circumstances have moved on, they are still very valid points to consider and indeed include some of the criteria used by your Council in the consideration of a speed limit proposal.

Only when all this information is to hand can a sensible judgment be made about the imposition of a lower speed limit and its effectiveness.

I am of the opinion that this particular stretch of road is not particularly dangerous due to excessive speed as the road alignment in many parts is unsuitable for any excessive speed.

The volume of traffic using the A61 is considerable and on many occasions, there is a queue of traffic thereby preventing any chance of excessive speeding. I would be interested to know if the Council have any substantive data on the A61 to support this proposal. I am sending a copy of this Letter to the Ripon City Council who also have reservations about the lowering of the speed limit and to North Yorkshire Police.

Statement of Reasons for proposing.

<p><b>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:</b></p>	<p>The County Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:-</p> <ul style="list-style-type: none"> <li>a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.</li> <li>b) for preventing damage to the road or to any building on or near the road.</li> <li>c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).</li> <li>d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property.</li> <li>e) for preserving or improving the amenities of the area through which the road runs.</li> </ul>
	<p><b>Proposal location:</b> Ripon Road (A61) Ripon to Ripley.</p> <p>Introduction of 50mph Speed Limit for road safety reasons due to the changing environment of the road and more heavily trafficked route.</p>

Initial equality impact assessment screening form.

<b>Initial equality impact assessment screening form</b> 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.			
<b>Directorate</b>	NYC Environment		
<b>Service area</b>	Highways		
<b>Proposal being screened</b>	50mph Speed Limit		
<b>Officer(s) carrying out screening</b>	Andrew Clare		
<b>What are you proposing to do?</b>	Introduce a 50mph speed limit a61 (Ripon Road		
<b>Why are you proposing this? What are the desired outcomes?</b>	The A61 (Ripon Road), at the location shown on the attached plan Appendix A, has seen significant development over the years and as a consequence of this the existing 60mph speed limit now needs updating in part due to the changing environment of the road to a more heavily trafficked route. The Department for Transport's "Setting Local Speed Limits" guidance highlights the importance of traffic authorities' delivering speed limits that are "safe and appropriate for the road and its surroundings." This allows the County Council's to comply with its duties under Section 122(1) of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004		
<b>Does the proposal involve a significant commitment or removal of resources?</b> Please give details.	No		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics.</b> As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
<b>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 directorate representative for advice if you are in any doubt.</b>			
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	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	



<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (for example, disabled people's access to public transport)? Please give details.	NO			
<b>Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	NO			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	NO
<b>Reason for decision</b>	It is considered that all classes of road user will benefit from the proposed 50mph Speed Limit Order. Officers use a number of factors when determining appropriate speed limits; these are based on the Department for Transport's guidance "Setting Local Speed Limits" and include factors such as existing traffic speeds, history of collisions, road purpose/function, population size, expected vulnerable road users and environmental affect. These factors were all considered, and it was concluded that a speed limit of 50mph was appropriate for this part of Ripon Road (A61), achieving a safe environment for all types of road users.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	24/10/2024			

## 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](mailto: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 the summary section of the form below.

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	Proposed 50mph Speed Limit
<b>Brief description of proposal</b>	50mph Speed Limit A61 (Ripon Road) Ripon to Ripley
<b>Directorate</b>	Environment
<b>Service area</b>	Traffic Engineering
<b>Lead officer</b>	Darren Griffiths
<b>Names and roles of other people involved in carrying out the impact assessment</b>	Andrew Clare
<b>Date impact assessment started</b>	<b>3.9.24</b>

**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.

None. It is considered that the proposed restriction will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and for preventing the likelihood of any such danger arising and preserves/ improves the amenities of the area through which the road runs.

**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.

The cost of advertising the Traffic Regulation Order and installing road signs and markings will be funded from the Accident Investigation & Prevention budget.

<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><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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>
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	X				
	Emissions from construction	X				
	Emissions from running of buildings	X				
	Emissions from data storage	X				
	Other	X				
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X				
<p>Reduce <b>water</b> consumption</p>		X				
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>		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><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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>
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance <b>conservation</b> and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		X				
<p>Other (please state below)</p>		X				

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

None

**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.

The proposed speed limit order will require the installation of traffic signs but will not otherwise have an impact on the Environment. However, steps will be taken to ensure that construction emissions are reduced as far as possible.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Andrew Clare</b>
<b>Job title</b>	<b>Senior Traffic Management and Parking Engineer</b>
<b>Service area</b>	<b>Environment</b>
<b>Directorate</b>	<b>Traffic Engineering</b>
<b>Signature</b>	
<b>Completion date</b>	<b>9.9.24</b>

**Authorised by relevant Assistant Director (signature):** **Barrie Mason**

**Date:** **24/10/2024**