

# North Yorkshire Council

## Environment Directorate

### Executive Members

06 December 2024

## Proposed Introduction of 20 Mph Speed Limit Various Roads - Bellerby

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

#### 1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the Corporate Director of Environment and the Executive Member for Highways and Transportation of the outcome of the public consultation and statutory advertisement which took place with regard to this proposal and to ask for a decision to be made as to whether or not the proposed 20 Mph Speed Limit should be introduced.
- 1.2 A decision from the Corporate Director of Environment and the Executive Member is sought regarding the proposed recommendation outlined in this report.

#### 2.0 BACKGROUND

- 2.1 A request for a 20 Mph Speed Limit to be introduced throughout the village has been received from Bellerby Parish Council.
- 2.2 Formal surveys of the speed of vehicles were undertaken at various locations on the roads in the village and the results compared against the criteria contained in this Council's policy which relates to the assessment of requests for 20 Mph Speed Limits. It was established that the introduction of a 20 Mph Speed Limit on several sections of minor side road in the village would be possible under the terms of the policy but not on the A6108 which is the main road through the village.
- 2.3 The sections of road where it is considered appropriate for a 20 Mph Speed Limit to be introduced are as shown on the plan provided as Appendix A of this report.

#### 3.0 CONSULTATION UNDERTAKEN AND RESPONSES RECEIVED

- 3.1 The proposal as shown on the plan provided as Appendix A has been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The details were advertised for public comment in the local press, published on North Yorkshire Council's website and by means of a Legal Notice placed on street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations.
- 3.2 Councillor Sedgwick who is the local member representing the Leyburn & Middleham Division was contacted during the consultation as was Bellerby Parish Council and both are supportive of the proposal.

- 3.3 During the consultation stage details of the proposal were also hand delivered to approximately 120 residential properties adjacent to the sections of road where it is proposed that the 20 Mph Speed Limit should be introduced.
- 3.4 At the conclusion of the consultation and public advertisement stages, 49 notifications of support had been received along with eight full objections and two partial objections. These latter responses agreed with the basic principle of the proposal but felt that the scope of the proposed 20 Mph Speed Limit should be extended so as to include the A6108 in the village.
- 3.5 The details of the notifications of support and the objections along with officer comments are as shown in Appendix B of this report. Whilst the various negative comments received are noted, on balance it is considered that the introduction of the proposed 20 Mph Speed Limit will have a positive influence on drivers and provide a road safety benefit. For this reason it is the recommendation of officers that the proposed 20 Mph Speed Limit should be introduced as shown on the plan provided as Appendix A of this report.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 If the proposed introduction of the 20 Mph Speed Limit is approved by the Executive Members and Corporate Director for Environment the costs involved in making the relevant Traffic Regulation Order and in providing any signs and road markings necessary would be met by the Councils capital maintenance budget in line with the current Local Transport Plan.

#### **5.0 EQUALITIES IMPLICATIONS**

- 5.1 An initial equality and impact assessment screening form has been completed for the proposed waiting restrictions and a copy is provided with this report as Appendix C. It is the view of officers that the recommendations included in this report do not have any adverse implications for equality.

#### **6.0 LEGAL IMPLICATIONS**

- 6.1 In the event that the Executive Members and Corporate Director for Environment 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, the Council has had regard to its duty pursuant to Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians. Officers do not consider that these proposals would be of detriment to those duties.

6.4 Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 outlines the circumstances in which the Council would be required to hold a Public Inquiry. The Council has satisfied its duty and determined that the proposals do not include any restrictions on loading and unloading, therefore paragraph 3 of Regulation 9 does not apply in this regard. There were also relatively few objections received, therefore the Council considers that the holding of a public inquiry would not be proportionate in terms of timescale, officer time and the costs to public resources in this case.

## **7.0 CLIMATE CHANGE IMPLICATIONS**

7.1 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 D 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.

## **8.0 REASON FOR RECOMMENDATIONS**

8.1 In recommending that the proposed 20 Mph Speed Limit is implemented it is considered that this will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 to exercise its function as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

## **9.0 RECOMMENDATION**

9.1 It is recommended that:

- i. The proposal to introduce the 20 Mph Speed Limit as outlined in this report and detailed in Appendix A is agreed under the delegated authority of the Corporate Director of Environment;
- ii. the Assistant Chief Executive (Legal and Democratic Services) be authorised to allow the 20Mph Speed Limit traffic regulation order as identified in Appendix A (subject to the amendments and recommendations approved by the Corporate Director 'Highways & Transportation' in consultation with Executive Members in light of the objections received) and that the objectors are notified within 14 days of the decision being made.

### **Appendices**

Appendix A – Project: proposed 20 Mph Speed Limit

Appendix B – Proposed 20 Mph Speed Limit - Bellerby (comments received)

Appendix C - Initial Equality Impact Assessment screening form

Appendix D – Initial Climate Change Impact Assessment

### **Background Documents: None**

Barrie Mason

Assistant Director Highways & Infrastructure

County Hall


15 November 2024

Author of Report: Ian Beighton, Project Engineer

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..... Proposed 20 Mph Speed Limit  
 (Presently 30 Mph Speed Limit)  
 Existing 30 Mph Speed Limit  
 (To Remain)

 <p><b>NORTH YORKSHIRE COUNCIL</b></p>	<p><b>Environment Department</b>                  Corporate Director: Karl Battersby                  Assistant Director: Barrie Mason                  Highways &amp; Transportation, Parking Services,                  Street Scene, Parks &amp; Grounds</p>	<p><b>Project: Proposed 20 Mph Speed Limit</b></p> <p><b>Drawing Title: Various Roads - Bellerby</b></p>	<p><b>Area 1 Richmond</b></p> <p><b>Drawn By:-</b></p> <p><b>Date:-</b></p> <p><b>Scale</b></p> <p><b>Drawing No.: Appendix A</b></p>
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<b>Proposed 20 Mph Speed Limit - Bellerby (Support)</b>			
<b>Consultee</b>	<b>Comments received</b>		<b>Officer Comment</b>
Cllr Peacock	Would not agree with the introduction of a 20 Mph Speed Limit on the A6108		Noted
Cllr Sedgwick	Supports the proposal		Noted
NYC Passenger Transport	The proposal does not impact on the operation of either home to school or local bus services.		Noted
North Yorkshire Police	Support the proposal		Noted
Bellerby Parish Council	Supports the proposal		Noted
<b>Resident Responses</b>		<b>No. of comments</b>	
44 Responses	20 Mph Speed Limit should cover the full length of Moor Road	1	The full length of the developed village part of the road is covered
	The side roads are narrow with large number of pedestrians many of whom are elderly	2	Noted
	Does the 20 Mph Speed Limit need to apply to the very minor roads to the south of the A6108 ? Waste of money providing signs	2	The local Parish Council is strongly in favour of the additional emphasis which the reduced speed limit would bring about
	Road safety will be improved at bus stop, playing field, play area, community garden and memorial hall	1	Noted
	Motorcyclists are the worst for speeding on the roads in question	1	Specific concerns about speed should be reported to North Yorkshire Police
	Road markings rather than road signs should be provided to indicate the proposed reduced speed limit	1	Legislation would require signs to be provided to advise of any change to the speed limit
	Only needed on Moor Road	1	The local Parish Council is strongly in favour of the additional emphasis which the reduced speed limit would bring about on all side roads in the village

	The A6108 should be included in the proposal	7	The speed of traffic on the A6108 is not within the range within which a 20 Mph Speed Limit could be introduced
	The reduced speed limit will need enforcement	5	This would be a matter for the Police
	Reduced buffer speed limit required on each A6108 approach to the village	1	This is not considered necessary at this time
	Proposed speed limit should be extended further north west along Moor Road to cover individual properties remote from the village	2	It is not appropriate to introduce a 20 Mph Speed Limit on a section of road which is in open countryside and would not comply with Department for Transport guidance on the setting of local speed limits

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<b>Proposed 20 Mph Speed Limit - Bellerby (Objections)</b>			
<b>Residents</b>	<b>Comment received</b>	<b>No. of comments</b>	<b>Officer Comment</b>
8 Responses (Full Objection)	Parking restricts speeds to less than 20 Mph	3	Noted but on-street parking cannot be relied upon to be always there
	Money better spent on reducing speeds on A6108 approaches to village. 40 Mph buffer Speed Limit suggested	2	Buffer speed limits with reduced speed limits in open countryside are not in accordance with the appropriate guidance
	Widths of roads restrict speeds to less than 20 Mph	1	The reduced speed limit would offer additional direction to those motorists who may otherwise be inclined to travel at an inappropriate speed
	Spend the money on the provision of grit bins which would be of more use	1	A request for a grit bin to be provided can be made at any time and will be assessed in accordance with the appropriate criteria
	Waste of money as speed of traffic is already self-regulated	3	The local Parish Council is strongly in favour of the additional emphasis which the reduced speed limit would bring about as are many local residents
	A 20 Mph Speed Limit would never be monitored / enforced	1	This would be a matter for North Yorkshire Police
	The signs and road markings would be detrimental to the aesthetics of the village giving it a cluttered look and feel	1	Any new signing will be in accordance with the minimum standards required by legislation and will use the smallest signs permissible
2 Responses (Qualified Objection)	The 20 Mph Speed Limit should also be introduced on the A6108	2	The speed of traffic on the A6108 is not within the range within which a 20 Mph Speed Limit could be introduced

<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.		
Directorate	Environment	
Service area	Highways Operations	
Proposal being screened	Proposed 20 Mph Speed Limit Various Roads - Bellerby	
Officer(s) carrying out screening	Jayne Charlton - Area Manager Ian Beighton - Project Engineer	
What are you proposing to do?	Introduce a 20 Mph Speed Limit on various sections of road in the village which are presently subject to a 30 Mph Speed Limit	
Why are you proposing this? What are the desired outcomes?	The proposal comes in response to a request from the local Parish Council and seeks to ensure that vehicles are driven along the sections of road in question at a speed which is more appropriate to the characteristics of the road and the village environment.	
Does the proposal involve a significant commitment or removal of resources? Please give details.	There has already been a cost to the Council in terms of officer time and advertising costs and if the proposed reduced Speed Limit is introduced then there will be further cost to supply and install the various road signs necessary to give effect to this.  Funding is available from a dedicated budget to cover all costs associated with this scheme but these will not be significant.	
<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	



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?</b> (for example, partners, funding criteria, etc.). <b>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:
<b>Reason for decision</b>	No adverse impact is expected.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	19/11/2024		

### Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process. If you have any additional queries, which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

<b>Title of proposal</b>	Proposed Introduction Of 20 Mph Speed Limit - Various Roads, Bellerby
<b>Brief description of proposal</b>	To introduce a 20 Mph Speed Limit on various sections of road in the village which are presently subject to a 30 Mph Speed Limit
<b>Directorate</b>	Environment
<b>Service area</b>	Highways Operations
<b>Lead officer</b>	Jayne Charlton - Area Manager
<b>Names and roles of other people involved in carrying out the impact assessment</b>	Ian Beighton - Project Engineer

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse.

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	No Effect on emissions	No effect on emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	No effect on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

<b>Decision (Please tick one option)</b>	Full CCIA not relevant or proportionate:	X	Continue to full CCIA:	
<b>Reason for decision</b>	It is not considered that the proposed introduction of a reduced speed limit on various sections of road in Bellerby will have a material impact on any of the factors listed in the table above.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	19/11/2024			