

North Yorkshire Council

Environment Executive Members

24 April 2024

Consideration of Objections to 20mph Speed Limits Harrogate

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 for a decision to be taken on whether the proposed order (20mph Speed Limit) (Various Roads, Harrogate) Order 2025 be introduced or set aside in light of the objections received.
- 1.2 The Traffic Regulation Order (TRO) process allows 21 days for formal objections to the proposed restrictions to be lodged with the local Highways office following public advertisement in the local press.

2.0 BACKGROUND

- 2.1 Officers have previously reported on the proposed implementation of 20mph speed limit across the South and West of Harrogate on 18 December 2023 which set the initial recommendation to progress with a reduced speed limit of 20mph following a review. Previous reports on the project have also been presented to Harrogate and Knaresborough Area Committee on 30 May 2024 and 14 September 2023 following a petition that had been received to lower speed limits across a large area of Harrogate and covers the reasons why this proposal is being progressed.

3.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 3.1 Following receipt of a petition in June 2023 requesting a maximum speed of 20mph on a number of roads in the South and West of Harrogate, Officers carried out a review of the area and the proposals. As part of the review speed data and collision data has been analysed alongside necessary site visits, observations, and local engagement. The review recognised the positive contributions to the North Yorkshire Council Plan (the Place and Environment and Health and Well Being priorities) that the introduction of a 20mph can have in the correct locations. It is also recognised that for the introduction of a 20mph to be successful it must be self-enforcing.
- 3.2 The initial proposal also received support at previous Area Committee meetings mentioned in section 2.1 and officers have now taken forward the proposed TRO to advertisement and associated consultation. The works however is proposed to be delivered in two phases as additional design work is required on streets that require traffic calming to ensure the right engineering solution is provided to bring speeds to a compliant level. The plan shown on Appendix A highlights the area that will be rolled out as part of the second phase.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 The enabling TRO was advertised 05 December 2024 with a date for last objections to be received by 27 December 2024.
- 4.2 Officers initially carried out informal consultation with North Yorkshire Police and North Yorkshire Council Traffic Engineering in October 2024 with no objections received. Local Members whose wards were effected by the order (Cllr Schofield, Cllr Mann, and Cllr Timothy) were consulted 26 November 2024 and no comments received.
- 4.3 Formal consultation took place on 02 December 2024 and included the following:
- North Yorkshire Police – no comments received.
 - Freight Transport Association – no comments received.
 - Road Haulage Association – no comments received.
 - North Yorkshire Council Paths – no comments received.
 - North Yorkshire Council Passenger Transport – no objection received.
 - North Yorkshire Council Archaeology – no objection received.
 - North Yorkshire Police control room – no comments received.
 - North Yorkshire Fire & Rescue Service – no comments received.
 - YAS/NHS – no comments received.
 - Harrogate Chamber – no comments received.
 - TROUK Ireland, – no comments received.
 - Transdev, – no comments received.
 - Connexions, – no comments received.
 - Traffic link, – no comments received.
 - Harrogate Cycle action, – no comments received.
 - Cycling UK, – no comments received
 - North Yorkshire Council HAS Engagement Team. – no comments received
- 4.4 Public notices were also displayed on street during the formal advertisement period outlined in section 4.1 which is included in Appendix A.
- 4.5 A total of six formal objections were received to the proposed order. Full objections and officer responses and recommendations can be viewed on Appendix B.
- 4.6 The proposed TRO is defined as a ‘wide area impact TRO’ and therefore Officers have sought Area Committee’s views on the proposed order considering objections received. Support was garnered from consultation in light of objections received with members of the Area Committee, namely Councillors Haslam, Walker and Aldred.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The alternative to implementing the proposed 20mph speed limit would be to keep the current speed limits on these streets which is 30mph. This is the standard speed limit for built up/residential areas across the country. Any change to speed limit however cannot be done without a Traffic Regulation Order.

6.0 FINANCIAL IMPLICATIONS

- 6.1 If the proposed TRO is made, then the installation would be funded via the councils LTP capital budget. Funding has already been allocated to deliver the Harrogate 20mph Speed Limit Project from this budget totalling £200,000. Current estimate for the implementation of this phase of the project is approximately £50,000.

7.0 LEGAL IMPLICATIONS

- 7.1 In the event that the Executive Member and Corporate Director of 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 Orders (with or without modifications) and publish a notice of making the Orders 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.
- 7.2 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.
- 7.3 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this report, Officers consider that the Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has conducted the required balancing exercise in coming to that decision. Here is how the Council is complying with its duty under Section 122 and Section 122(2) of the Act:
- 7.4 Securing Expedition, Convenient, and Safe Movement of Traffic: The Council's primary objective is to ensure the efficient, convenient, and safe movement of both vehicular and pedestrian traffic, as required by Section 122. Installing a 20mph speed limit will enhance road safety for all users, including pedestrians.
- 7.5 Considerations under Section 122(2): In addition to promoting safe and efficient traffic movement, the Council has given due regard to the matters specified in Section 122(2), striking a balance between these primary objective and other relevant factors:
- 7.6 Maintaining Reasonable Access to Premises
- The Council has ensured that, the proposal will maintain reasonable access to residential and commercial premises.
- 7.7 Effect on Amenities and Heavy Commercial Vehicle Regulation
- The implementation of a reduced speed limit to 20mph will not have an adverse effect on amenities and heavy commercial vehicles. There are no proposed restrictions on access but the reduced speed limit in the selected areas can mitigate some visual and noise impacts of heavy traffic due to slower speeds, helping protect the character of the locality.
- 7.8 Facilitating Public Service Vehicles and Ensuring Safety
- The Council recognizes the importance of ensuring the efficient movement of public service vehicles (e.g., buses, taxis), as well as the safety and convenience of passengers using or desiring to use these services. The proposed speed limit will not adversely affect local bus routes but will make the streets safer for all users through a reduced speed limit.
- 7.9 Balancing Objectives
- 7.9.1 While the Council's primary goal is to secure the safe and convenient movement of vehicular traffic, it also understands that this objective must sometimes yield to the factors set out in Section 122(2).

7.9.2 By considering these factors in its decision to implement a 20mph speed limit, the Council achieves a balance between promoting traffic flow and addressing other community, environmental, and safety concerns. This ensures that the measures taken align with the overarching public interest, providing a safer and more accessible road network while minimizing negative impacts on the local community.

7.9.3 In accordance with the protocol for Executive Member reports, the Local Elected Members will be provided with a copy of this report and be invited to the meeting on the 24 April 2025.

7.10 PUBLIC INQUIRY IMPLICATIONS

7.10.1 Regulation nine 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. There is no legal requirement to hold a public inquiry in this case, however consideration should still be given to whether to hold one. This proposal is extensive in the context of Harrogate but has given rise to a total of six objections. In the circumstances, the objections can be given proper consideration as part of this report and through the meeting therefore officers consider 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.

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 screening form has been included in Appendix C.

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. It is the view of officers that the recommendation does not have an adverse impact on Climate Change and a copy of the Climate Change Impact Assessment decision form is attached as Appendix D.

10.0 REASONS FOR RECOMMENDATIONS

10.1 Recommendation – The reason for this recommendation is the proposed 20mph speed limit aligns with several of the Council's priorities linked with Highway Safety, Place and Environment and Health and Well Being. By introducing a reduced speed limit from 30mph to 20mph in these areas it is hoped that a safer and healthier environment will encourage enhanced active travel opportunities for all ages of the community, this may be walking, wheeling, accessibility to the bus or cycling. The benefits of promoting safer and healthier streets by the implementation of 20mph speed limits in this area, which has a high proportion of schools, outweighs the negatives and achieves the objectives of road safety and healthier travel in the current Local Transport Plan. The decision also complies with Section 122 of Road Traffic Regulation Act 1984.

11.0 RECOMMENDATION/S

11.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation approves the order for a 20mph speed limit as set out in Appendix A.

APPENDICES:

Appendix A – Proposed Notice

Appendix B – Objections and Officer comment and recommendation.

Appendix C – Equalities Impact Assessment

Appendix D – Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

- Harrogate and Knaresborough Area Constituency Committee - 30 May 2024 - Harrogate (South and West) 20mph Speed Limit Updates
- Harrogate and Knaresborough Area Committee - 14 September 2023 - Review of Petition 'For a maximum speed of 20mph on roads in south and west Harrogate to improve road safety.'
- Environment Executive Members – 18 December 2023 – Harrogate (South and West) 20mph Speed Limit Review

Barrie Mason

Highways and Infrastructure

County Hall

Northallerton

24 April 2025

Report Author – Heather Yendall – Improvement Manager

Presenter of Report – Melisa Burnham – Area Manager

THE NORTH YORKSHIRE COUNCIL

(20 MPH SPEED LIMIT) (VARIOUS ROADS, HARROGATE) ORDER 2025

NOTICE is hereby given that The North Yorkshire Council proposes to make an Order under Sections 84(1) and (2) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act, the effect of which will be to prohibit any motor vehicle from travelling at a speed in excess of 20 miles per hour on various roads in Harrogate below and specified in more detail on the draft Order.

Alderson Road, Alderson Square, Almsford Avenue, Almsford Close, Almsford Drive, Almsford Place, Almsford Oval, Almsford Road, Almsford Walk, Apley Close, Arncliffe Road, Arthurs Avenue, Ash Road, Back Tewit Well Road, Beech Avenue, Beech Road, Beckwith Avenue, Beechwood Grove, Belgrave Crescent, Birchwood Mews, Bleinham Way, Bowes Park, By-ways (U116), Calder Road, Carlton Road, Cavendish Avenue, Cedar Grange, Coachmans Court, College Road & College Street rear, College Street, Coronation Avenue, Coronation Grove, Coronation Road, Cromwell Road, Daleside Avenue, Daleside Close, Daleside Drive, Daleside Gardens, Daleside Road, Firs Avenue, Firs Close, Firs Crescent, Firs Drive, Firs Gate, Firs Grove, Firs Road, Firs View, Fulwith Avenue, Fulwith Close, Fulwith Drive, Fulwith Gate, Fulwith Grove, Fulwith Mill Lane, Fulwith Road, Gladstone Street to Hookstone Road, Grey Street, Halstead Avenue, Harlow Avenue, Harlow Crescent, Harlow Park Crescent, Harlow Park Drive, Harlow Park Road, Hartley Road, Hookstone Avenue, Hookstone Oval, Hookstone Wood Road, Hornbeam Crescent, Hutton Gate, Innisfree Close, Kenilworth Avenue, Langcliffe Avenue, Langcliffe Avenue East, Leadhall Avenue, Leadhall Crescent, Leadhall Drive, Leadhall Gardens, Leadhall Grove, Mallinson Crescent, Mallinson Gate, Mallinson Grove, Mallinson Oval, Mallinson Way, Merryfield, Mount Gardens, Mount Street, Newland Avenue, Norfolk Road, Otley Road rear from Wharfedale Avenue, Pannal Ash Crescent, Pannal Ash Drive, Pannal Ash Grove, Pannal Ash Road, Park Avenue, Park Avenue South, Park Drive, Park Road, Phillipa's Drive, Rayleigh Road, Rear St George's Road (U3021), Rear St George's Road (U3022), Redfearn Mews, Rhodes Drive, Richmond Avenue, Richmond Close, Richmond Holt, Richmond Road, Road rear of Coronation Avenue (U1153), Road rear of Coronation Avenue (U1154), Road rear of Cromwell Road (U1157), Road rear of 1 to 33 Gladstone Street (U1179), Road rear of 10 to 60 Gladstone Street (U1177), Road rear of Grey Street (U1186), Road rear of Hookstone Avenue (U1209), Road rear of Hookstone Road (U1210), Road rear of Leeds Road, Road rear of Mount Street, Road rear of 1 to 29 Russell Street (U1255), Road rear of 2 to 30 Russell Street (U1256), Road rear of West End Avenue (U1277), Road rear of West End Avenue (U1278), Road rear of West End Avenue (U1279), Road rear of West End Avenue (U1280), Road rear of West End Avenue (U1281), Road rear of West Lea Avenue, Robinson Drive, Rossett Beck, Rossett Crescent, Rossett Drive (U648), Rossett Drive, Rossett Garth, Rossett Park Road, Rowanlea, Russell Street, Shippen End, South Drive (U687), South Drive (U720), Stone Rings Close, Stone Rings Grange, Stone Rings Lane, Stray Rein, Stray Road, Stray Walk, St Athan's Walk, St Catherine's Road, St Clement's Road, St Clement's Road South, St George's Avenue, St George's Road, St George's Walk, St Helen's Road, St Hilda's Road, St James' Drive, St Leonard's Close, St Leonard's Oval, St Leonard's Road, St Mark's Avenue (U732, St Mark's Avenue (U3221), St Ronan's Road, St Winifred's Avenue, St Winifred's Avenue West, St Winifred's Road, Tewit Well Avenue, Tewit Well Road, The Oval (U574), The Oval (U783), Trinity Road, Verity Walk, Vernon Road, Warwick Crescent, Waverley Crescent, Wayside Avenue, Wayside Close, Wayside Crescent, Wayside Grove, Wayside Walk, Wensley Grove, Westbourne Avenue, Westdene, West End Avenue (U836), (West End Avenue (3202), West Lea, Westway, Wharfedale Avenue, Wharfedale Avenue rear, Wharfedale Place, Wheatlands Grove, Wheatlands Grove, Wheatlands Road, Wheatlands Road East, Wheatlands Way, Windsor Road, Woodlands Green, Wood Park Close, Woods Court and Yewdale Road.

Revocations

Appendix A

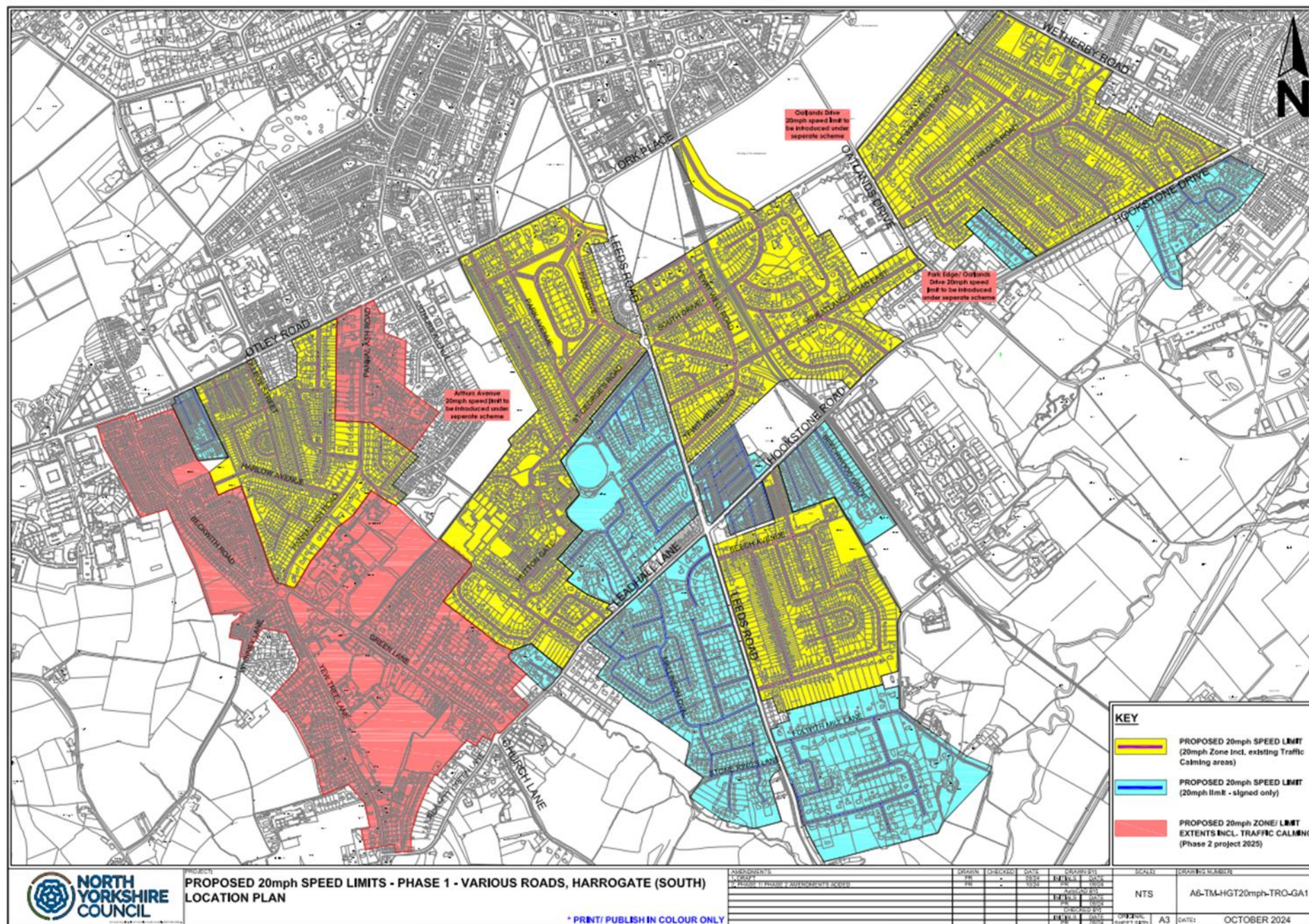
“North Yorkshire County Council (Harrogate, Burn Bridge, Pannal and Knaresborough) (Traffic Management) (No.9) Order 2010” insofar it relates to Schedule 1.1 (20mph speed limits), item 94 (Pannal Ash Road, Harrogate)

A copy of the draft Order, together with a map showing the roads affected and a statement of the Council's reasons for proposing to make the Order may be inspected at County Hall, Northallerton and at Harrogate Library, Victoria Avenue, Harrogate, HG 1 1EG during normal office hours from 05 December 2024 until 27 December 2024 and also viewed online at www.northyorks.gov.uk/roadworks-map or www.northyorks.gov.uk/traffic-regulation-orders.

If you wish to object to the proposed Order, 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 27 December 2024

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

Dated 5 December 2024



TRO OBJECTIONS – HARROGATE 20mph SPEED LIMITS 2024/ 2025

ORDER TITLE	LOCATION(S)	OBJECTIONS (Y/N)
North Yorkshire Council (Various roads, Harrogate) (20mph Speed Limit) Order 2025	Various roads, Harrogate	Y

OBJECTION LISTINGS

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
06/12/2024	Resident of Fulwith Drive	<p>Wide grass verges lie in front of every property on the estate between footpath and highway and most cars are parked on driveways. It is therefore typically easy to see potential hazards such as pedestrians wanting to cross the road allowing ample time to brake from 30mph to stationary.</p> <p>I live at the farthest corner of the estate from the A61 and the imposition of 20mph would cause inconvenience.</p> <p>The Minutes show the overarching motivation of resident's groups in seeking the introduction of 20mph zones is road safety around schools. The Fulwith estate is not adjacent to a school. I believe Councillors are overreaching.</p> <p>I suspect the 'school safety' mandate may be being stretched to fit an 'environmental' agenda. I therefore have three questions. Is air pollution a problem on the Fulwith estate? If so, where does it rank alongside other polluted areas?</p> <p>If the aim is to 'reduce accident potential' would it not be more cost effective to spend public money where accidents have occurred. There have been no collisions resulting in personal injury in the last 3 years so why is the Fulwith estate a spending priority?</p>

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
		<p><u>Officer comment and recommendation</u></p> <p>The difference between travelling at 20mph and 30mph from Fulwith Drive to the junction of Leeds Road is estimated at circa 18 seconds which would not be considered an inconvenience in a typical journey including waiting times at minor junctions and traffic signal-controlled junctions or roundabouts or queues relating to traffic levels.</p> <p>At the last assessment of collision data, no collisions resulting in personal injury had occurred on the Fulwith estate roads in the last 3 years.</p> <p>Air pollution is not currently considered a problem on the Fulwith Estate. The intention of the scheme is to promote safer and healthier streets and to encourage active travel, particularly in an area with such a high concentration of schools.</p> <p>Recommendation</p> <p>That the reduced speed limit be introduced as proposed.</p>
09/12/2024	Resident of Cavendish Avenue	<p>I would like to register my opposition to the huge blanket 20mph limit on a number of Harrogate's Roads.</p> <p>My reasons for this are as follows: -</p> <p>1. You have taken no account of limiting the speed of pedal cycles, electric bikes and electric scooters and associated road users.</p> <p>These regularly exceed the proposed 20mph limits and as happened in Wales, these other forms of transport, regularly overtake the cars limited to 20 mph and the police can do nothing.</p> <p>Until you take steps to ensure all road users keep to 20mph, no-one can take your proposals seriously.</p> <p>We know these bikes can kill and often they are ridden on the pavement as well. You should concern yourselves with and tackle this problem instead.</p>

Appendix B

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
		<p>2. The cost of installing 20 mph Road signs at a time council tax is rising anyway, is something the Harrogate Council taxpayers just cannot afford. It's not the council that will pay for all this, but the council taxpayers.</p> <p>This money would of course be better spent on repairing potholes and very poor road surfaces in Harrogate, which represent a more significant danger to all road users and pedestrians and are also damaging our cars....and as already mentioned cyclist and electrical bikes riding on the pavements.</p> <p>The council has promised to do these road and pothole repairs on many occasions. And has failed to do so.</p> <p>3. The 20mph limit in Wales has proved a catastrophe for people both living there and travelling through. Journey times extended and traffic bunching resulting, and tempers frayed.</p> <p>Why would you want to duplicate this failure in Harrogate, a town where traffic jams are already a disgrace.</p>

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
		<p><u>Officer comment and recommendation</u></p> <p>There are no plans to limit the speed of pedal cycles, electric bikes and electric scooters, the majority of which do not exceed 20mph and for which minimal numbers of these vehicles (if any) are designated as the contributing factor to any collision in Harrogate or indeed North Yorkshire.</p> <p>If concerns about cyclist and motorcyclist behaviour riding on footways, contraventions should be reported to North Yorkshire Police.</p> <p>The situation in Wales differs in that the national regulations were changed to convert all urban 'restricted roads' from 30mph to 20mph. This is not being proposed in Harrogate or North Yorkshire. Details on the changes made in Wales and the subsequent amendments to a small number of urban roads being made can be viewed on the following links;</p> <p>https://datamap.gov.wales/maps/roads-affected-by-changes-to-the-speed-limit-on-re/</p> <p>https://www.gov.wales/introducing-20mph-speed-limits-frequently-asked-questions</p> <p>The council already an extensive highway maintenance programme carrying out both reactive and proactive repairs on the highway network annually. In 2024/25, the capital programme for highways totalled £32.5M on carriageway works alone countywide. This funding however must be spent on the worst areas of the network in addition to pro-active maintenance which aims to arrest further deterioration before more costly intervention methods are required. The capital programme is reviewed annually and schemes are put forward based on condition rating and local engineering knowledge.</p> <p>Recommendation That the reduced speed limit be introduced as proposed.</p>
17/12/2024	Resident	<p>I am writing to express my concerns about the proposal to implement 20mph speed limits on roads in Harrogate that are not near schools or areas with high foot traffic.</p> <p>While I fully support the reduction of speed limits in areas where safety is a particular concern, such as near schools, I believe that blanket implementation of 20mph zones across all residential and non-commercial roads may not be justified. Here are a few reasons why I feel the approach should be reconsidered:</p>

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
		<ol style="list-style-type: none"> Traffic Flow and Efficiency: Harrogate, like many towns, relies on its road network for effective traffic flow. Reducing speed limits across a wide area could lead to unnecessary congestion, particularly on roads that are not heavily used by pedestrians or cyclists. This might increase travel times and cause frustration for drivers, potentially encouraging drivers to seek alternative routes that may be less safe. Environmental Impact: Lower speeds can sometimes result in inefficient driving, particularly in areas where traffic is already light. This can lead to higher fuel consumption and increased emissions, which goes against efforts to reduce the town's environmental impact and support sustainability.
		<ol style="list-style-type: none"> Local Business and Commuting Impact: For residents who rely on driving for work or other essential activities, the introduction of widespread 20mph zones could create further delays. This would affect both local businesses and commuters, reducing the town's overall productivity. Safety Concerns: Evidence suggests that reducing speed limits in areas where there is little pedestrian, or cyclist activity may not significantly improve safety. In fact, there are studies that show drivers can become complacent with lower speeds, which could reduce their awareness and reaction times, potentially increasing the risk of accidents. <p>While the intention of the policy is certainly to improve road safety, I believe that a more targeted approach, focusing on high-risk areas, would be more effective in ensuring that Harrogate remains both safe and efficient for all its residents.</p> <p>There is also a large section of Hookstone Road that remains a 30-mph zone despite the fact its right outside a primary school. However, estates that are nowhere near school are being changed to 20mph zones which in my opinion makes no sense.</p>

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
		<p><u>Officer comment and recommendation</u></p> <p>20mph speed limits/ zones are designed to be self-enforcing therefore 20mph speed limits are introduced where mean speeds are already at appropriate levels to install 20mph speed limits without additional speed reduction features. The inference being that sign only limits result in a small reduction in speeds and 20mph zones are introduced with either existing or new traffic calming measures that engineer a reduction of speeds to 20mph. Therefore, any delays associated with the introduction of a 20mph limit will be minimal due to speeds already being at a self-enforcing level. Due to this it is also unlikely drivers will find alternative routes which are less safe as the only change to the current environment will be signing which would result in a small reduction in speed overall. It additionally will not significantly alter driving habits or result in significant inefficient driving behaviours so the impact on the environment will be minimal.</p> <p>Officers are also not promoting key routes in the area to have a reduced speed limit, the intention of this is to encourage traffic to use these routes as distributor routes and avoid the residential streets that are signed as 20mph. The area proposed for the introduction of the 20mph speed limit has a high concentration of schools, both secondary and primary which is why this area has been promoted for a wide scale implementation of a reduced speed limit. The measure is proposed to encourage safer streets and in turn encourage active travel to schools in this area. Key routes have also been omitted to ensure the network around Harrogate continues to function but the residential areas are improved to promote safer and healthier streets.</p> <p>Hookstone Road has been assessed in line with North Yorkshire Council's 20mph policy and does not meet the criteria for the reduction of a speed limit to 20mph. Whilst there are schools along Hookstone Road and Hookstone Drive, it serves a key function in the road network in Harrogate and would likely require traffic calming to engineer speeds down to a compliant level. It is therefore not appropriate to install traffic calming on this road category due to its use. This aids in traffic flow and efficiency around Harrogate.</p> <p>Recommendation</p> <p>That the reduced speed limit be introduced as proposed.</p>

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
18/12/2024	Resident of Rayleigh Road	<p>I am writing to object to the above proposed Order on the following grounds: -</p> <ol style="list-style-type: none"> 1. This proposal covers a significant area of Harrogate, and the notices only went up after 5th December, with objections needed by 27th December - this seems an unreasonably short time for residents to see this notice, to consider the issues in detail and formulate and put forward any objections they may have. 2. The proposal is extremely short on detail - namely: <ol style="list-style-type: none"> 1. What is the cost of such an order? 2. What signage would be introduced on these roads - both painted on the actual road surface and signage on poles? Surely some illustrative plans should be provided of such. 3. Is there any plan to remove current speed limitation on any of these roads that currently have them - such as speed bumps? If not, why not? 4. How would such limits be enforced? 3. No supporting evidence has been provided to back the claims that such measures help with congestion, road noise or how they support communities having a sense of place for example. <p>In summary such a major change part of our town seems to be being pushed through quickly and without sufficient information for residents.</p>

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
		<p><u>Officer comment and recommendation</u></p> <p>21 days is the statutory period for advertising traffic regulation orders, advertised by means of notices published in the local press (Harrogate Advertiser series of papers), by means of notices erected on street and advertised on NYC website, complete with supporting documentation including plan.</p> <p>There are no plans to remove the existing traffic calming measures in the affected streets, these being essential to maintain speeds within the zone and having been installed initially to reduce vehicle speeds.</p> <p>20mph speed limits/ zones are designed to be self-enforcing, requiring minimal enforcement activity. In general terms 20mph speed limits are introduced where mean speeds are already at appropriate levels to install 20mph speed limits without additional speed reduction features – the inference being that sign only limits result in a small reduction in speeds and 20mph zones are introduced with either existing or new traffic calming measures that engineer a reduction of speeds to 20mph.</p> <p>The area proposed for the introduction of the 20mph speed limit has a high concentration of schools, both secondary and primary which is why this area has been promoted for a wide scale implementation of a reduced speed limit. The measure is proposed to encourage safer streets and in turn encourage active travel to schools in this area which is in line with the road safety and healthier travel objectives in the current Local Transport Plan.</p> <p>The cost for installation for this phase of the proposal is estimated in the region of £50,000 which will cover the cost of installing necessary signage to ensure compliance with Traffic Signs Regulations and General Directions 2016. Signage will be kept to a minimum wherever possible but will be required at the termination points of the proposed 20mph limits to make them enforceable.</p> <p>Recommendation That the reduced speed limit be introduced as proposed.</p>
20/12/2024	Resident of Redfearn Mews	<p>I am writing this to OBJECT to the advertised 20mph limit within south Harrogate. This is not the area that needs this the most - the town centre is!</p> <p>Just 12 days ago, my brother was crossing the road at a pedestrian crossing on parliament street and, whilst the lights had turned red for the pedestrians to cross, a speeding driver hit my brother, throwing him up into the air. He landed on his front, breaking his leg, 3 ribs, collapsing one of his lungs and knocking him out.</p> <p>He has since spent 12 days on a chest drain, a CPAP and is unable to have surgery on his broken leg which needs plates in, due to his lung.</p>

Appendix B

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
		<p>We all know that on a nighttime, those roads in the town centre are like a racetrack. I have had drivers trying to 'race' me down York Place whilst I was driving steadily and well below the limit. People trying to encourage me, a total stranger, to race them!</p>
		<p>These are the roads that need lower speed limits and/or traffic calming measures not south Harrogate! It already takes a good 20 minutes to get through the traffic lights on Leadhall Lane both in the morning and afternoon as they (and this is no exaggeration whatsoever) only stay green for precisely 4 seconds! This allows one, occasionally 2 cars through but usually only one, despite the near constant queue of 5-10+ cars. These proposed 20mph zones in the area will only add to the already large number of vehicles in traffic queues in & around the area as vehicles begin to back up.</p> <p>Another good example is the sheer CHAOS on Main Street in Pannal before & after the school's drop off & pick up time.</p> <p>Of course any area surrounding a school is going to be crowded but Main Street is getting out of hand and as a parent of a child at Pannal Primary, I have personally witnessed drivers getting out of their cars and arguing loudly & at times, aggressively over the mere inches of space they're forced to manoeuvre within, in order to get past each other. There is always a poor delivery courier or tradesman caught in the mayhem and quite literally trapped. Waiting.</p> <p>My point in mentioning this, is to ask what is likely to happen with regards this situation, if the roads around the area suddenly become slower and therefore backing up what was previously a steady flow of approaching vehicles? Even more CHAOS that's what.</p>

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
		<p><u>Officer comment and recommendation</u></p> <p>Any collision resulting in personal injury on the highway network is regrettable and unfortunate and where these are resultant from inappropriate speeding or driving behaviour, the Police would be enforcement authority. However, collisions on one area of the network does not lessen the need for the road safety measures proposed. No evidence to suggest that the introduction of 20mph speed limit will result in highway network becoming more congested.</p> <p>The area proposed for the introduction of the 20mph speed limit has a high concentration of schools, both secondary and primary which is why this area has been promoted for a wide scale implementation of a reduced speed limit. The measure is proposed to encourage safer streets and in turn encourage active travel to schools in this area. Some key routes have been omitted from the rollout such as York Place as they do not meet the Council's 20mph policy and serve a key function in the overall network hierarchy as distributor routes across Harrogate.</p> <p>Recommendation</p> <p>That the reduced speed limit be introduced as proposed.</p>
26/12/2024	Resident of Belgrave Crescent	<p>I would like to object to the introduction of the 20mph speed limit on the list of streets mentioned in the notice displayed in our area. My grounds for objection are:</p> <ul style="list-style-type: none"> • Who is going to enforce the speed limit? We have a few 20 mph speed limits in place already, for instance on Cold Bath Road and Pannal Ash Road (there are others too). These are not enforced. • On many of the roads listed the number of parked cars etc mean driving at more than 20mph is not achievable. • The introduction is going to mean even more street furniture and road markings, which if the limit is not enforced, are pointless and therefore a waste of taxpayer's money. • The money could be better spent repairing some of the potholes on the roads mentioned in the list.

DATE RECEIVED	OBJECTOR NAME & ADDRESS	OBJECTOR COMMENTS
		<p><u>Officer comment and recommendation</u> Enforcement a Police matter although scheme designed to be self-enforcing or speeds already low enough to justify introduction of 20mph speed limit.</p> <p>The introduction of regulatory signage is a legal requirement to make the change in speed limit enforceable, however officers will be minimising street clutter and only installing signage at key points as required under the regulations.</p> <p>The council already has an extensive highway maintenance programme carrying out both reactive and proactive repairs on the highway network annually. In 2024/25, the capital programme for highways totalled £32.5M on carriageway works alone countywide. A significantly higher proportion of funding is spent on pothole repair and maintenance in comparison to the cost of this improvement scheme.</p> <p>Recommendation That the reduced speed limit be introduced as proposed.</p>

COMMENTS RECEIVED BUT NOT CONSIDERED TO BE OBJECTIONS

Resident

I am writing to request that Hookstone Road in Harrogate be included within a 20 MPH speed limit zone. This road is located near two schools attended by children aged 5 to 12 and experiences significant pedestrian traffic, especially during school drop-off and pick-up times.

The current speed limit poses potential hazards, including:

- **Increased risk of accidents:** Children, particularly younger ones, may not always be aware of the dangers posed by speeding vehicles, increasing the likelihood of accidents.
- **Limited reaction time for drivers:** A higher speed limit reduces drivers' ability to react quickly in unexpected situations, such as a child crossing the road suddenly.
- **Unsafe environment for pedestrians and cyclists:** Parents and children walking or cycling to school face heightened risks due to fast-moving traffic.

Introducing a 20 MPH speed limit would greatly reduce these risks and create a safer, more child-friendly environment. Evidence shows that lower speed limits drastically improve road safety, especially in areas with schools.

I urge the council to prioritize this change to protect the wellbeing of our community, particularly its youngest and most vulnerable members. If further information or community support is needed, I would be happy to assist.

Thank you for your time and attention to this critical matter.

School Headteacher

Our 360 children are encouraged to walk to school, either from their home or taking advantage of one of our park and stride sites. This means that the majority of our families walk along the streets in the surrounding area on a daily basis.

We have also recently launched Harrogate's first Bike Bus, in conjunction with Oatlands Infants School. This encourages children from five - eleven years old to scoot or cycle to school with adult supervision. A 20mph speed limit would greatly support this scheme and encourage families to continue to cycle when the Bike Bus is not running. It would also be a great boon to this scheme if Leeds Road and Hookstone Lane were also included in the 20mph zone, as these busier roads are part of our route.

We have many families with children at both Oatlands Junior School and Oatlands Infants School. These families usually walk along the local residential streets (including Hookstone Lane) before and after school each day. Whilst the flashing 30mph signs are a positive addition, 20mph would increase the safety of families as they travel between the two schools.

When children leave us in Year six, many go to any of the following secondary schools, St Aiden's CofE, Harrogate Grammar, Rosset School, and St John Fisher RC. Therefore, 20mph zones for the roads leading to and from these sites would also benefit our former students. We are also fortunate enough to be involved with Harrogate College to encourage safer travel in the area, and I know their students would also benefit from such a zone.

In conclusion, we would very much support all roads listed becoming 20mph, and support any future moves to include Leeds Road and Hookstone Lane/Road in any future plans.

School Principle

I would like to pass on my support for the Traffic Regulation Order for the 20mph Zone across south and west Harrogate.

I would like to take the opportunity to voice that the same is applied to Hookstone Road Harrogate, which has two high schools, two primary schools and a Post 16 FE college on the road.

Resident

I have seen the notices about the 20mph speed limits to be reviewed and introduced in 2025 in Harrogate and am writing with my thoughts.

I believe all roads with schools situated on them or with entrances to the schools on them should be reduced speeds, ideally imposed over school hours. It would be great if they were normal speed outside of school times though. Any roads used as rat runs should also have speed restrictions introduced.

Simple 20mph signs are ineffective as relatively few drivers adhere to them, speed cushions or chicanes to slow the traffic are much more effective.

Changing the speeds of roads where schools are not situated or used as a rat run may prove frustrating to drivers and in the long run lead to increased dangerous driving, unnecessary overtaking, or stupid manoeuvres.

Resident

I can see that almost the entirety of the HG2 postcode area is covered by this new 20mph proposal, except for the arterial routes of Leeds Road and Wetherby Road.

However I am surprised and dismayed to see that Hookstone Road, which provides a link between the two and has four schools plus a higher education college accessed either directly from it or in very close proximity to it, is excluded from the plans.

Arguably this is the most dangerous road, and the one in most urgent need of traffic calming measures, particularly between St John Fisher school at the end of Oatlands Drive and Leeds Road which is nearer to where the primary schools are located. This part of Hookstone Road also has Hornbeam Park station, Hornbeam Park business park, and Oatlands Recreation ground ("the park"), all of which attract a significant amount of foot traffic and where pedestrians are at risk from speeding traffic.

I live on Hookstone Road, opposite the park, and witness drivers speeding every single day as they put their foot down between the station and Leeds Road in an attempt to beat the various pedestrian crossing lights on this part of the road, or are simply too impatient and inconsiderate to drive at a more appropriate speed in a densely populated area.

This is also a problem between Hornbeam Park and Oatlands Road, particularly where the pavement is very narrow in the bottom of the dip next to Hornbeam Crescent, and adjacent to a very potholed part of the road. I have witnessed pedestrians (mostly school children or commuters en route to the station) get soaked by careless drivers splashing through puddles, the impact of which would be reduced greatly with a lower speed limit.

The stretch of road outside the recreation ground is a particular area of concern, as it is extremely well-used at weekends and during the lighter evenings by various children and youth sports groups. There is often parking all the way along the northern (park) side of the road, which adds to traffic speeding up so as to avoid having to pull over midway and let other drivers past. If vehicles were travelling at a slower speed, there would be plenty of room to pass safely, instead of whizzing by in the middle of the road to avoid the potential for hitting an opening car door. Many cars also park in the cul-de-sacs opposite, which adds to the need for children and parents to cross the road, which they can't do safely due to traffic regularly exceeding 30mph along that stretch.

I myself have been involved in two accidents on Hookstone Road: once getting knocked off my bicycle by a careless driver at the junction of Oatlands Drive; and another time my car that was parked legitimately in the lay-by alongside the recreation ground was smashed into by an out-of-control driver travelling at speed along the main road. If traffic calming measures were in place, I believe that the extent of the damage on each occasion would have been reduced and these accidents might not have occurred.

I would urge the council to include Hookstone Road from Oatlands Drive to Leeds Road in the 20mph zone, as this will make the area far safer for residents and visitors, and especially children and less agile pedestrians. Additionally, by imposing a 20mph limit on this stretch of the road will reduce the amount of signage needed for the various residential streets leading off from Hookstone Road as they will all be within the same zone. This will have positive impacts on cost and clutter.

Lastly, I would like it known that I am disappointed that the scheme has not been more widely publicised: I saw a poster earlier this week at a height above my own head on a lamppost on the corner of Halstead Road. At a time of year when the days are dark and short, and people are looking down at the pavement rather than up above their heads, I'd have welcomed a letter through my door, as has been done for other campaigns or information drops in the past. It feels like there is not going to be sufficient time for people to react with their support or suggestions whilst also juggling family commitments and preparations for one of the busiest periods in the annual calendar.

I trust that my comments will be taken into account for the consultation period which ends today, and I would welcome the opportunity to discuss further.

Resident

I have seen the notices about the 20mph speed limits to be reviewed and introduced in 2025 in the Harrogate HG2 area and here within are my thoughts.

I can see that almost the entirety of the HG2 postcode area is covered by this new 20mph proposal, except for the arterial routes of Leeds Road and Wetherby Road. I would urge the council to include Hookstone Road from Oatlands Drive to Leeds Road in the 20mph zone, as this will make the area far safer for residents and visitors, and especially children and less agile pedestrians. Arguably this is the most dangerous road, and the one in most urgent need of traffic calming measures, particularly between St John Fisher school at the end of Oatlands Drive and Leeds Road which is nearer to where the primary school's schools are located. This part of Hookstone Road also has Hornbeam Park station, Hornbeam Park business park, and Oatlands Recreation ground ("the park"), all of which attract a significant amount of foot traffic and where pedestrians are at risk from speeding traffic.

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		Environment	
Service area		Highways and Transportation	
Proposal being screened		Consideration of objections on the Proposed Traffic Regulation Order for 20mph Speed Limit in Harrogate South and West	
Officer(s) carrying out screening		Heather Yendall	
What are you proposing to do?		Installation of 20mph speed limit on various streets in Harrogate South and West	
Why are you proposing this? What are the desired outcomes?		The proposal was the outcome of a petition previously submitted to the Council for a reduced speed limit across the south and west of Harrogate. The desired outcome is to reduce the current speed limits of the roads proposed from 30mph to 20mph.	
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? <p>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.</p>			
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	

Appendix C

Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No			
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? Please explain why you have reached this conclusion.	No			
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
Reason for decision	<p>To support implementation of 20mph speed limits across various streets in Harrogate.</p> <p>The proposed order is for streets requiring signing only, there will be no physical measures installed on the road to reduce vehicle speeds other than the regulatory signage. Therefore, at this stage there are no negative impacts on people with protected characteristics. In the future the streets that do require traffic calming will require a full Equalities Impact Assessment, but at this stage, no decision is being made on the streets that require physical calming measures.</p>			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	14/04/2025			

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

Version 2: amended 11 August 2021

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 for advice.

Title of proposal	Consideration of Objections on Proposed Traffic Regulation Order for 20mph Speed Limit in Harrogate (South and West)
Brief description of proposal	To install 20mph speed limits across various streets in the South and West of Harrogate
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Heather Yendall
Names and roles of other people involved in carrying out the impact assessment	N/A
Date impact assessment started	01/04/25

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 highways teams annual Capital programme. The cost implications of the proposals set out in this report recommendation will therefore be met from existing budgets.

Appendix D

How will this proposal impact on the environment?		<div> <div>Positive impact (Place a X in the box below where)</div> <div>No impact (Place a X in the box below where)</div> <div>Negative impact (Place a X in the box below where)</div> </div>			Explain why will it have this effect and over what timescale?	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
<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>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 		
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	During the installation of associated mandatory signage to enforce an altered speed limit, there will be a need to obtain materials and construction traffic will be generated to facilitate the installation.	To minimise this, works will be programmed to group locations close together and maximise efficiency for travelling time and	Reduce unnecessary trips and maximise efficiency through effective programming of resources.

Appendix D

How will this proposal impact on the environment?		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.
					Total duration of works could be up to 1 month across the various streets.	installation wherever possible.	
	Emissions from running of buildings		X		N/A	N/A	N/A
	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 can help support modal shift to other modes of transport.		

Appendix D

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.
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X				
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)						

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 installation of 20mph limit across various streets in Harrogate South and West, this will result in the installation of traffic regulation signage. The process of this installation does impact emissions but the impact will be minimised wherever possible through resource planning for delivery to ensure locations close together are grouped minimising travel time and maximising efficiency. The proposal overall will help contribute to improve road safety in the area and compliments a number of active travel measures in the area.

Sign off section

This climate change impact assessment was completed by:

Name	Heather Yendall
Job title	Improvement Manager
Service area	Highways and Transportation
Directorate	Environment
Signature	
Completion date	01/04/25

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 14/04/2025