

Decision Session Executive Member for Transport

Report to the Corporate Director of Economy and Place Directorate

Consideration of Representations received in response to advertised proposals for speed limit amendments

Summary

1. Consideration of representations received, in support of and objection to advertised proposals to amend speed limits.

Recommendations

2. It is recommended that the Executive Member consider the original proposals together with representations received and the recommendations made, and make a decision from the available options which are:
3. Implement a revised speed limit as advertised for the following sites (details shown on plans in Annex C):
 - The Hollies, Stockton on the Forest 20mph
 - Northfield Lane, Poppleton 30mph
 - North Lane, Huntington 30mph
 - Wheldrake Lane, Elvington 30mph
 - Sim Balk Lane, Bishopthorpe 40mph
 - Askham Bryan site 1 30mph
 - Askham Bryan site 2 40mph and 30mph
 - Wheldrake Lane, Elvington 30mph
 - Naburn 30mph
 - The Revival Estate 20mph

Reason: Because the indications are these are appropriate speed limits due to the surrounding environment.

4. Implement an Experimental Traffic Regulation Order for 18 months for revised speed limits as advertised for the following sites (details shown on plans in Annex C):
 - A1079, Dunnington 40mph
 - Towthorpe 30mph
 - Shipton Road 30mph

Reason: Because this will provide an opportunity to obtain real time speed data to provide confidence that the proposed speed limit will be adhere too.

Background

5. **Annex A** outlines where there have been requests for changes to the existing speed limit.
6. The Department for Transport (“**DfT**”) circular 01/2013 “*Setting Local Speed Limits*” has been used to assist in investigating the initial requests. It is important to bear in mind that merely posting a lower speed limit does not result in a reduction in vehicle speeds. This is because drivers drive at a speed they consider appropriate to the prevailing conditions and road environment. This is reflected in the DfT key point reproduced below:

“Speed limits should be evidence-led and self-explaining and seek to reinforce people’s assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than target speed.”

Posting a speed limit (without other engineering measures) well below the current prevailing speeds is therefore very likely to result in an unmet expectation in the eyes of those requesting the reduction and a failure of the authority to implement a successful scheme. In addition, because the enforcement of speed limits can only be carried out by the police there would likely be additional calls/demands on their limited resources to catch and take enforcement action against drivers not complying with the lower limit. Enforcement is unlikely to be considered a high priority when allocating resources. Hence the highway authority has a responsibility to ensure the speed limits introduced do not depend on regular enforcement for ongoing compliance.

7. There are 3 national speed limits:
 - 30mph on roads with streetlights
 - 60mph on single carriageway roads
 - 70mph on dual carriageways

However, these are not always appropriate for all roads and it is down to the local traffic authority to set local speed limits in situations where local needs and conditions suggest a speed limit which is

different from the respective national speed limit. The general advice on what speed limit to use for urban and rural roads is set out in Tables 1 and 2 in **Annex B**. It should also be noted that where a speed limit varies from a national speed limit there is a strict requirement for the appropriate signs to be displayed at the correct intervals as otherwise enforcement cannot be carried out.

8. For each location information is provided (see **Annex C**) on the current vehicle speed limits, a brief description of the local environment, a view on if a lower speed limit is viable and likely cost.

Options for Consideration

9. **Option 1** –Take no further action on an item. This is put forward where it is considered the road environment is such that it is very unlikely to achieve any real change in driver behaviour by posting a lower limit.
10. **Option 2** – Confirm the change in the speed limit as outlined in Annex C. This is recommended where it is considered there is a reasonable prospect of achieving a reduction in vehicle speeds.
11. The proposals and representations received, together with officer recommendations are detailed by location (see Annex C).
12. Ward Councillors have received this information and, in some cases, have commented on the proposal(s) and officer recommendations. Any comments received have been included within the Annex for that proposal.

Consultation

13. The consultation was undertaken on 30th September 2022, a copy of the Notice of Proposal (Annex D), a covering letter and plan showing the proposal was post to all affected properties. The advertised proposals for amendment of the speed limits were also advertised in the local press and notices put up on the roads affected.
14. All emergency services, haulier associations, Parish Councils and Ward Councillors received details on advertised proposals.

Analysis

15. Officer comments and analysis are included on the individual Proposals in Annex C.

Council Plan

16. The proposals and recommendations contribute to the Council's draft Council Plan of:

- Getting around sustainably
- Good health and well being
- Safe communities

Implications

Financial - The recommended changes put forward, estimated at £8k, can be funded through the annual budget set aside for new signs and lines.

Human Resources (HR) – None.

Equalities – The Council recognises its Public Sector Equality Duty under Section 149 of the Equality Act 2010 (to have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it in the exercise of a public authority's functions).

The Authority recognises that certain groups of people will benefit from a reduction in a speed limit through the improvements in safety that lower speeds provide. Those groups include those who may be considered vulnerable by virtue of age (e.g. young or old non-drivers), those with young children walking/cycling to school, shops or leisure activities, those with physical or mindful disabilities, and those whose social position is such they have never driven or travelled in a private or other motor vehicle, or infrequently do so. It is also to be hoped that lower speed limits will reduce highway anxiety and encourage all residents and visitors of all backgrounds to be more confident and active in using our roads, cycleways and footpaths. Such outcomes contribute to the Council's draft Council Plan mentioned in paragraph 15 above.

This rationale is determined against the following groups:

- Age – Positive, the reduction in vehicle speeds will reduce the risk of accidents owing to reduced capacity of older or young road users.
- Disability – Positive, the reduction in vehicle speeds will reduce the risk of accidents owing to reduced capacity for those road users with physical or mindful disabilities;
- Gender – Neutral;
- Gender reassignment – Neutral;

- Marriage and civil partnership– Neutral;
- Pregnancy and maternity - Neutral;
- Race – Neutral;
- Religion and belief – Neutral;
- Sexual orientation – Neutral;
- Other socio-economic groups including :
- Carer - Neutral;

- Low income groups – Positive, the reduction in vehicle speeds will reduce the risk of accidents owing to a lack of experience for those who never or infrequently travel in a motor vehicle;
- Veterans, Armed Forces Community– Neutral.

Legal –

The proposals would require an amendment to the York Speed Limit Order 2014. The provisions of the Road Traffic Regulation Act 1984 & the Local Authorities Traffic Orders (procedure) (England & Wales) Regulations 1996 would apply.

The statutory consultation process for Traffic Regulation Orders requires public advertisement through the placing of public notices within the local press and on-street. It is a requirement for the Council to consider any formal objections received within the statutory advertisement period of 21 days.

Formal notification of the public advertisement is given to key stakeholders including local Ward Members, Town and Parish Councils, Police and other affected parties.

The Council, as Highway Authority, is required to consider any objections received after formal statutory consultation, which are reported within this report, for consideration.

The Council has discretion to amend its original proposals if considered desirable, whether or not in the light of any objections or comments received, as a result of such statutory consultation. If any objections received are accepted, in part or whole, and/or a decision is made to modify the original proposals, if such a modification is considered to be substantial, then steps must be taken for those affected by the proposed modifications to be further consulted.

Any public works contracts required at each of the sites as a result of a change to the speed limit (e.g. signage, road markings, etc.) must be commissioned in accordance with a robust procurement strategy that complies with the Council's Contract Procedure Rules and (where applicable) the Public Contract Regulations 2015. Advice

should be sought from both the Procurement and Legal Services Teams where appropriate.

Crime and Disorder - None

Information Technology (IT) - None

Property - None

Other - None

Risk Management

14 In compliance with the Council's risk management strategy there is a low risk associated with the recommendations in this report.

Contact Details

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Date:

21/02/2023

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Specialist Implications Officer(s)

None.

Wards Affected: Heworth without, Strensall, Derwent, **All**
Rural West York, Huntington& New Earswick,
Heslington, Dringhouses & Woodthorpe, Clifton, Skelton,
Rawcliffe & Clifton without, Wheldrake

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A	Requests for Changes to the Speed Limit
Annex B	Speed Limit Descriptions - Tables 1 and 2
Annex C	Site Information, consultations responses, and recommendations.
Annex D	Notice of Proposal