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**Decision Session – Executive Member for  
Transport and Planning**

**13 April 2017**

Report of the Corporate Director of Economy and Place

**2016/17 Speed Management Programme – Relocation of speed  
limits – Experimental Traffic Regulation Orders (TRO's)**

**Summary**

1. This report seeks approval to implement experimental Traffic Regulation Orders at up to four sites on the 2016/17 speed management programme. This is to determine whether relocating 30mph speed limit start points closer to built-up environments can produce lower speeds and greater compliance within residential areas where safety concerns have been raised. The outcome of this trial would provide evidence for future decisions regarding speed complaints in other similar areas.

**Recommendations**

2. The Executive Member is asked to approve:
  - i. Implementation of experimental traffic regulation orders to relocate the start of the 30mph speed limit at three proposed locations:
    - Common Road, Dunnington,
    - Hopgrove Lane South, Hopgrove,
    - Tadcaster Road, Copmanthorpe

Reason: To trial the proposal to relocate the speed limit with the aim of achieving improved compliance with the 30mph speed limit within the built-up areas.

ii) That Officers report back the results of the three trials to a future meeting, with recommendation on either making the TROs permanent or returning to the existing arrangements.

Reason: The experimental order is limited to a maximum of eighteen months, and a decision will be required on making each speed limit change permanent.

iii) That changing the existing 30mph speed limit start point on Murton Way, Murton, be re-considered when the results from the initial trial sites are known.

Reason: Consultation has shown there is currently no support for including Murton Way as one of the initial trial sites.

## **Background**

3. Common Road, Hopgrove Lane South, Murton Way, and Tadcaster Road are all locations where existing 30mph limits begin remote from the built-up environments. They all have similar characteristics, with traffic speeds in the built-up areas being higher than desired. They have been on the speed management programme for many years without a successful resolution.
4. All the sites have the existing 30mph limit starting at a point where there is no obvious change in the nature of the environment, such as the presence of houses. Also, they only have a footway on one side and have few, if any, pedestrian crossing movements. The speed of traffic reflects the nature of the road and in all these locations tends to be nearer 40mph than 30mph. These high speeds are then carried into the built-up residential area, where they pose more risk linked to people crossing the road and vehicles being manoeuvred in or out of driveways. With the speed limit signs remote from the start of the housing, drivers do not get a prompt to reduce their speed as they enter the more sensitive build-up residential areas.
5. Previous suggestions to relocate the speed limits have been rejected, mainly because of scepticism about it having the desired effect in the residential areas, and concerns about speeds increasing on the approaches.

However, this is the first time that experimental orders have been proposed to trial the proposal, which would enable the change to be closely monitored and the existing situation to be easily restored if it proved unsuccessful.

6. The proposed speed limit changes have been developed in line with current national guidance, particularly the **DfT Circular 01/2013 SETTING LOCAL SPEED LIMITS** on which the **Association of Chief Police Officers Speed Enforcement Policy Guidelines** are based. Speed limits should be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance.
7. In the case of the locations where we are advising that the boundary between the 30 and 40 limits should change this would be to a position where the road layout and characteristics change. Currently the 30 limits on the approaches to these villages start where there is no perceptible change.
8. None of these locations has a record of injury collisions in the vicinity of the proposed speed limit change.

## **Proposals**

9. Officers are proposing to use an experimental traffic regulation order to trial this speed limit change. An advantage of this is that it allows the Council to make minor changes within the first six months. Objections can be made within six months of the start of the experiment or up to six months following any change. The maximum duration of the experimental order is eighteen months after which it would either be made permanent or revert to the existing arrangement. Speeds will be monitored before and after the change - both in the section where the posted speed limit has increased and within the village close to the new location of the 30 limit. This will allow a decision to be made based on speed data and on any objections that are received.

10. The proposed location of the experimental speed restrictions are illustrated on the four plans in Annex A (A1, A2, A3 and A4).  
Common Road, Dunnington (Plan A1)
11. It is proposed that the 30mph limit is relocated to a position where the nature of the road clearly changes. Although houses are not visible at this point they are seen on the left across the field approaching this location within sight of the signs and the road narrows on the approach to the left hand bend. The village sign will be seen just in advance of the new limit. Leaving the village drivers will see that the limit increases once they have passed the Intake Lane junction and will realise that they are still within the 30mph limit.
12. It should be noted that Common Road is subject to a 40mph limit from the junction with the A1079 Hull Road, compliance with this limit is good and the nature of the route is consistent up to the proposed new location for the 30mph limit. It is considered unlikely that traffic speeds would increase significantly in the section between the existing limit change and the proposed location.

#### Hopgrove Lane South (Plan A2)

13. It is proposed to relocate the 30mph limit to a location where the housing is visible and this will position the offside sign on this approach to a location where it will be unlikely to become masked by overgrown vegetation, a problem with both nearside and offside signs currently.
14. This location will reinforce the reason to slow down rather than the current situation where there are no visible properties and no change in the nature of the road environment at the start of the current limit. Leaving Hopgrove towards Stockton Lane drivers will be reminded by the presence of the speed limit sign that the limit applies through the village to the end of the built-up area.

15. The approach to Hopgrove from Stockton Lane is on a sharp bend and speed on the approach is limited by the alignment of the road therefore a 40mph buffer would have no affect at this location.

#### Murton Way, Murton (Plan A3)

16. The existing 30mph limit is located at a point where the road is widest but approaching the village no houses are visible. Leaving the village drivers will inevitably increase their speed as the road becomes wider having passed the houses on the offside. A vehicle activated sign has been in place for many years but has clearly had little effect given the speed data collected since its installation.
17. It is proposed to relocate the 30mph limit to a point where properties are located on both sides of the road, in advance of the bus stop – where pedestrians may cross – and in advance of the junction with Murton Garth. A 40mph buffer is proposed between the A64 bridge, at the existing limit change, and the new 30mph location.

#### Tadcaster Road, Copmanthorpe (Plan A4)

18. The existing speed limit changes at the point where the shared footway/cycleway crosses from one side of the road to the other. Therefore drivers are legitimately approaching the crossing point at up to 40mph from one direction. The housing then begins on one side of the road only and these properties are only apparent due to the boundary walls/hedges and gates, drivers exiting these houses do so across a verge and a wide, well used footway. It is proposed to relocate the 30mph limit to a point where houses are visible ahead on both sides of the road which is in advance of the first pedestrian crossing point that is associated with the bus stop and in advance of the first junction (Top Lane/Tadcaster Road).
19. By relocating the limit drivers should better respect the limit within the built-up area where people are crossing and where the footways become narrower. In the opposite direction drivers currently speed up having got to this point as there are no properties on the nearside.

The proposed limit location will better reflect the change in the nature of the road and this should improve compliance.

## **Consultation**

20. Consultation with North Yorkshire Police, the ward members and parish councils has been undertaken with the following responses.

### North Yorkshire Police

21. 'North Yorkshire Police supports the use of the experimental orders to try to reduce vehicle speeds in the built up areas'.

### Common Road, Dunnington:

22. Dunnington Parish Council 'will not support this proposal unless it can be satisfied that it is to the overall benefit of the village, will solve the speeding problem (which we recognise as an issue) and does not endanger those many residents who regularly use the Sports Club or the Activity Park.'
23. Cllr J Brooks responded: 'Whilst I can understand Dunnington Parish Council's concerns, it is quite clear that the current situation isn't working. I wondered if a gateway could be made at the bridge by Hassacarr Lane which is about halfway between the existing and proposed sites for the 30mph limit. I agree that the current limit starts too far out.'

### Hopgrove Lane South:

24. Parish Councillor C Small responded on behalf of Stockton-on-the-Forest Parish Council 'I am comfortable with your proposals as we will have quantifiable data before and after the relocation of the speed signs'.
25. Cllr K Orrell responded 'I have no objection to the experimental change to the positioning of the 30mph signs'.

### Murton Way, Murton: (Proposal explained and discussed at the parish council meeting.)

26. Murton Parish Council feels that 'a more fundamental rethink about the speeding is needed.' A warning sign for ridden horses was requested at the Parish Council meeting.

Their response mentions '20 years of correspondence, meetings and false dawns' and requested that the data gathered from other villages from the trials be shared.

27. *Officer comment - Speed on Murton Way has decreased recently; this was discussed at the meeting and reinforced their decision not to support the trial despite their view regarding the need for a 'fundamental rethink'. All alternative traffic calming methods were discussed but are not considered to be safe or appropriate in this rural location.*
28. Cllr M Warters responded 'I do not support the proposals for Murton.' This 'will achieve absolutely nothing other than including more properties in a 40mph zone when currently they are in a 30mph zone and involve the wholly unwelcome erection of ugly signs in a rural area that will be as ignored as the current signs are.'

Tadcaster Road, Copmanthorpe: (Proposal explained and discussed at the parish council meeting.)

29. Copmanthorpe Parish Council responded: 'a majority of Councillors present were not convinced that the proposal is one they would wish to support.'
30. Cllr D Carr responded that he 'is fairly neutral about the proposals' but the 'overriding concern is to reduce the speed in Copmanthorpe and especially on Tadcaster Road / Top Lane.'

## **Options**

31. The options are:
- 1) To use experimental traffic regulation orders to relocate the 30mph speed limit at some, or all, of the four locations as indicated on the plans in Annex A. The effectiveness of the change would then be assessed at each of the locations.
  
  - 2) Not to introduce any of the proposed experimental TROs

## **Analysis**

32. These four sites are speed concern locations which have remained unresolved for many years.

By trialling the proposed speed limit change and monitoring the before and after speeds, both within the village built-up areas and on the approach to each location, the decision can be made on whether this approach can achieve better compliance with the speed limits. This data will also be useful in considering other similar locations identified in the future through the speed management partnership. Therefore officers recommend that a trial is progressed.

33. If the proposed experimental order is not implemented at any of these sites, Officers have no alternative recommendation. Therefore the site in question would effectively be removed from the speed management programme, and would not be considered again unless there are significant physical changes to the local road environment or injury collisions are recorded in the area.
34. In considering which of the four sites should be included in the trial, local support will be important - the consultation response is reviewed below:
35. Overall, the consultation produced a mixed response.
  - There is support for an experimental TRO at **Hopgrove Lane South** from one of the ward members and from the parish council.
  - At **Copmanthorpe** the ward member was neutral on this proposal but keen to see speeds reduced, and the parish council were not convinced about the trial.
  - At **Dunnington** the local ward member recognised that the current situation is not working and that the current 30mph limit starts too far from the village. The parish council are concerned about speeds increasing on the route between the sports club and the village.



- The situation at **Murton** is that there is no support, and as speeds have reduced recently the parish council is keen to understand the results from the trials elsewhere.
36. Having considered the consultation feedback, and the merits of trialling the proposals, it is recommended that the experimental TROs are introduced at **Hopgrove Lane South, Copmanthorpe, and Dunnington**. Given the current lack of support, it is recommended that Murton Way is not included at this time, but is considered again when the results of the other trials are known.

## **Council Plan**

### **A Council That Listens To Residents**

37. The speed management programme is determined through a partnership approach between North Yorkshire Police, North Yorkshire Fire and Rescue and the Council. This partnership responds to speed complaints from the public.

### **38. Implications**

- **Financial** Traffic Signing and TRO costs covered by Speed Management allocation in the Transport Capital Programme
- **Human Resources (HR)** No implications
- **Equalities** No implications
- **Legal** TROs are required to legally change the speed limits
- **Crime and Disorder** Positive impact as fewer drivers will be breaking the speed limit
- **Information Technology (IT)** No implications
- **Property** No implications

## Risk Management

39. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
40. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following the review of a site passed through the Road Safety Partnership and is assessed at 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

41. This risk score, falls into the 6-10 category and means the risk has been assessed as being "Low". This level of risk requires regular monitoring. This is already undertaken by the Partnership and reported to the Executive Member as part of the regular review report.

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**Chief Officer Responsible for the report:**

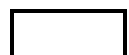
**Neil Ferris**  
Corporate Director Economy and Place

**Report  
Approved**



**Date** 4 April 2017

**Wards Affected:** Osbaldwick and Derwent; Strensall;  
Huntington and New Earswick; Copmanthorpe



**For further information please contact the author of the report**

## **Annexes**

Annex A: Plans

**A1 Common Road, Dunnington**

**A2 Hopgrove Lane South, Hopgrove**

**A3 Murton Way, Murton**

**A4 Tadcaster Road, Copmanthorpe**