

## Kirkbymoorside Town Council

### Information for meeting on Monday 21 February 2022

#### Agenda item 10.

**To receive information on the '20's Plenty For Us' campaign, pursuant to minute 21147, and agree any appropriate action.**

Information received from NYC Highway Authority dated 25 January 2022 in response to notification of the Town Council's support of the '20's Plenty For Us' campaign

Thank you for your email regarding the 20's Plenty Campaign. I am forwarding onto you an email that has been released regarding the 20's Plenty campaign. I understood that this was to be circulated to all Town and Parish Councils who enquired about the campaign. This response was drawn up prior to the meeting of the County Council's Executive on the 11th January, but I will refer to the outcomes of that meeting later.

The County Council is in the process of approving a revised 20mph speed limit and zone policy following a Transport, Economy and Environment Overview & Scrutiny Committee (TEE O&S) task group review, which comprised elected councillors, including those representing rural villages. In addition, there was input from NYCC Traffic Engineering, Road Safety and Public Health officers, along with representation from North Yorkshire Police and the '20's Plenty' Campaign Group itself. The review was instigated by the publication of the Department for Transport report in November 2018, evaluating the effectiveness of 20mph speed limits and zones, with the TEE O&S findings report resulting in nine recommendations, which were approved, subsequently, by the County Council's Executive.

The main theme of change is to build in to the new policy greater flexibility in its application and focus on the sense of place and community, particularly around schools. Whilst facts and figures will remain the key evidence base for decision making, the Council recognises that additional consideration should be given to the potential wider benefits associated with the introduction of a 20mph speed limit or zone. We still though need to act in accordance with the relevant government guidance, including DfT document 01/13 Setting Local Speed Limits, which provides the framework for local (highway) authorities when setting local speed limits. North Yorkshire Police also adhere to the guidance set out in Circular 01/13 and as they are responsible for enforcement too, it is important that we work in partnership with them and seek their support for any proposed changes in speed limits.

Another aim of the proposed revised policy is to ensure greater consistency in speed limit assessment and application throughout the county, so we have developed a more robust assessment process. A 20mph speed limit or zone should be appropriate for that part of the network. Importantly, it must also be self-enforcing and operate without a reliance on police intervention. Introducing a 20mph speed limit or zone to a road(s) where drivers do not already generally conform to lower speeds and/or where a 20 mph limit may not be appropriate for that road(s), will likely result in poor speed limit compliance and consequently, understandable local complaints and community expectations of police enforcement. It may also result in drivers failing to comply with a 20mph speed limit where it has been appropriately applied for road safety reasons.

It is possible to achieve 20mph speeds through signing and road markings only, on roads with an average speed 24mph or lower. Where speeds are in

excess of 24mph, it is necessary to introduce physical traffic calming measures in order to achieve a reduction in speed, e.g. through chicanes, speed cushions, speed tables etc. Typically, traffic calming measures are designed to be negotiated by travelling along that road(s) at a consistent lower speed, but in reality, driver behaviour can often be to speed up and slow down between traffic calming features, resulting in greater emissions and noise and generally negate any benefit of the lower limit. Due to site constraints such as road alignment, the presence of private driveways, side road junctions and the loss of on-street parking, there can be challenges implementing traffic calming in villages and other rural locations. In summary, 20mph speed limits or zones must be self-enforcing either by formalising existing behaviour or through the introduction of physical measures, where possible.

A major consideration when assessing the need for a 20mph speed limit is the personal injury collision record. We carry out annual and in-year assessments of collision data recorded by North Yorkshire Police to identify collision cluster sites and routes. This information includes causation type e.g. speed, failure to look etc. as well as the road user type e.g. driver, pedestrian, cyclist. Such data was used to inform the task group review and data from that time and it demonstrated that speed is not a major causation of road collisions in North Yorkshire.

Therefore, the TEE O&S task group resolved that it is not appropriate to apply a countywide default 20mph speed limit throughout the county and the proposed revised policy has been drafted to that effect. Additionally, North Yorkshire Police confirmed in the review that they do not support the countywide default application of 20mph speed limits. Introducing them would also require significant financial investment, as well as future maintenance costs. Inevitably, the available capital budget we have for road safety engineering is focused on those sites and routes with the highest risk factors and poorest collision records.

Nevertheless, I acknowledge the benefits lower speed limits can bring to communities and the County Council is actively working on the delivery of a range of projects to support and encourage modal shift via the government's Active Travel Fund and developing Local Cycling and Walking Improvement Plans for future investment opportunities. Part of delivering these projects and developing plans for the future, includes investigating the need for 20mph speed limits and zones to make routes potentially safer, more accessible and to encourage greater active travel uptake.

I hope this has been helpful in providing you with some clarity on a very complicated set of national policies across a number of organisations and context on the Council's strategic approach to 20mph speed limits.

Please be assured that the County Council is committed to making the network as safe and accessible as possible for all road users and will continue to engage with local communities to consider what options and alternatives may exist to allay road safety concerns.

At the County Council's Executive meeting on the 11th January the revised draft 20 mph Speed Limit and Zone Policy was approved but the request via the 20's Plenty Campaign Group to introduce a default 20mph speed limit in built-up areas across North Yorkshire were not approved.

With regards to any proposed 20mph limits within Kirkbymoorside, we are more than happy to discuss these with the Town Council but we will not be able to introduce any unless they meet the criteria set out in the County Council's Policy.

Kind regards,

Mr Andrew Santon  
Highways Customer Communications Officer  
Area 3, Scarborough & Whitby & Area 4 Ryedale.

Information received from the Office of the North Yorkshire Police Fire and Crime Commissioner dated 25 January 2022 in response to notification of the Town Council's support of the '20's Plenty For Us' campaign and that consideration be given to recalibrate Police Speed detection equipment to include 20mph, and enforce existing and new 20mph areas.

I will share the information with the Traffic Bureau but the speed of roads ultimately lies with North Yorkshire County Council in conjunction with Highways. The Traffic Bureau can provide them with information on speeding and statistics and I would advise you to ensure that up to date speed concern forms have been completed and sent through to them.

This office will be conducting an enforcement review as a result of the Safer Roads Strategy which was released in December 2021 and I will share this email with the team in charge of this review.

The Commissioner does not have any direct influence in the speed of roads but I will also share this with her at our weekly meeting.

Kind regards

Sarah Davies  
Commissioner Casework Lead  
Office Of The North Yorkshire Police Fire and Crime Commissioner

Information received from '20's Plenty for North Yorkshire's National Campaign co-ordinator:

I encourage you to tell nearby Parishes to also vote for 20mph - a list is on the North Yorks facebook

I believe yours is the 63rd parish to vote for 20mph in the County! Joining Swinton, Amotherby, and 11 in total in Ryedale District: also Warthill, Scagglethorpe, Settrington, Lockton, Sproxton, Kirby Misperton, Sheriff Hutton, Ampleforth

11 in Hambleton District: Brompton Town Council, Sessay, High & Low Worsall, East Cowton, Langthorpe, Newton-on-Ouse, Great & Little Broughton, and Ingleby Arnecliffe, Shipton by Beningborough, Appleton Wiske, Maunby, Newby Wiske and South Otterington

11 in Richmondshire District: Whashton Parish Meeting, Grinton & Ellerton Abbey Parish Council, Alborough St John, Middleton Tyas, Skeeby, Leyburn Town Council , , Manfield & Cliffe, Melsonby, Stapleton & Cleasby, Bellerby, and Caldwell Parish Meeting

11 in Selby District: Hambleton, Hillam, Monk Fryston, Kirk Smeaton, Beal, Byrum cum Sutton, Sherburn-in-Elmet, Barkston Ash, Drax, Hemingborough, Barlby & Osgodby Town Council

10 in Craven District: Hebden, Eastby with Embsay, Gargrave, Stainforth, Cononley, Horton-in-Ribblesdale, Langcliffe, Bradleys Both, Long Preston, Sutton-in-Craven

5 in Harrogate District: Staveley and Copgrove, Bishop Thornton, Shaw Mills & Warsill, and Tockwith with Wilstrop, Goldborough & Flaxby, Haverah Park with Beckwithshaw.

2 in Scarborough District: Reighton & Speeton, Mickleby

On 26 January 2022 Malton Town Council voted:

1. \*That the Council supports the 20s Plenty Campaign for Malton and the areas that Malton covers. \*

\* 2. That the Council support a default 20mph speed limit in built up areas of North Yorkshire where Parishes request it. \*

It's great news for the campaign, to have both town and village councils in Ryedale and beyond joining the campaign. Could I suggest liaising with supporting councils such as the Malton clerk Gail Cook, (also clerk to Swinton), to draw up maps of where you would like the 20mph area to go, plus any exceptions or 30/40 buffer zones. Consider setting the 20mph signs sufficiently in advance of settlement boundaries to allow for the reality of vehicles often slowing down after rather than before incoming signs, and speeding up in advance of outgoing traffic approaching the national speed limit sign. These maps could then form the basis of a joint request for 20mph limits to go to Highways for consideration. Having it implemented in more than one place at the same time reduces costs by making it just one Traffic Regulation for several places, so 1x£5k, rather than 12x£5k for 12 separate schemes going in at different times, saving the Highway authority (or whoever agrees to pay) money, as well as making the change more likely to inspire compliance by normalising 20mph in more of our towns and villages together.

Public consultation, plus door to door knocking of key sections of main roads of concern for a new 20mph limit could form part of an evidence base demonstrating community engagement and support for a wide area 20mph to include main roads.

The other Ryedale Parish councils to support 20s Plenty so far are: Malton, Swinton, Amotherby, Warthill, Scagglethorpe, Settrington, Lockton, Sproxtton, Kirby Misperton, Sheriff Hutton, and Ampleforth.

We are asking clerks to inform County Cllrs Carl Les (Council Leader) and Don Mackenzie (Cabinet Member for Access, which includes Transport) of the motions voted on directly.

The 20s Plenty sticker design is below, for wheelie bin stickers, car bumper and window stickers : the council could order for residents from Stickers and Campaign Materials - 20's Plenty for Us (20splenty.org) [https://www.20splenty.org/stickers\\_and\\_campaign\\_materials](https://www.20splenty.org/stickers_and_campaign_materials) and give out to residents, particularly on main roads for maximum visual impact (wheelie bins) and as an interim measure to encourage slower traffic, and also encourage community engagement in the issue.

If there is anything you or I need further help with, we can draw upon the assistance of the website [www.20splenty.org](http://www.20splenty.org), and Anna Semlyen, 20's Plenty for Us Campaign Manager, T: 07572 120439 [Anna.s@20splenty.org](mailto:Anna.s@20splenty.org)

[www.20splenty.org](http://www.20splenty.org) Follow us on Twitter @20splentyforus / @AnnaSemlyen1

Join the national/international 20's Plenty (mph) - Love 30 (kmh)

Campaigners facebook page at  
<https://www.facebook.com/groups/177304489851446>

Kind regards,

Ian Conlan  
20s Plenty for North Yorkshire (County branch)  
20s Plenty for Malton (local branch)

# 20's Plenty



## Where people are

**20's Plenty for Us** campaigns for 20mph as the default speed limit for urban and village streets where people live, work, shop, play and learn.

[www.20splenty.org](http://www.20splenty.org)

Information received from the '20's Plenty for North Yorkshire' dated 2 February 2022

Dear Parish Councils and 20s Plenty supporters,

\*6 Town Councils including Northallerton Town Council\*, our County Town with a population of over 15,000 now supports 20s Plenty, as does **\*Malton Town Council\***, Kirkbymoorside, Brompton, Leyburn and Barlby & Osgodby Town Councils, joining village parish councils representing 75 parishes, this represents over 10% of parishes.

Please invite your County councillor to join us in 20s Plenty for North Yorkshire zoom sessions, so they can help us get default 20mph at County level.

Regards  
Ian Conlan  
20s Plenty for North Yorkshire