

**Kirkbymoorside Town Council**

**Information for the meeting on Monday 19 February 2024**

**Agenda item 7. 20mph and Highways considerations**

- a) **To note the response from North Yorkshire Council Highways Authority in respect of existing 20mph signage in the town centre, pursuant to minute 23169, agenda item 12 of the Ordinary meeting dated 15 January 2024.**

Information received from North Yorkshire Council Highways Office, 30 January 2024:  
In terms of the 20mph roundel there needs to be a demonstrated need for this before we can commit funding, particularly as these provide an ongoing maintenance liability. I will arrange for speed measurements to be taken on High Market Place to ascertain whether or not there is a need of additional signage.

**Tim Coyne, I.Eng, F.I.H.E.**

Improvement Manager, North Yorkshire Council, Area 4 Highways Office

- b) **To note the response from North Yorkshire Council Highways Authority in respect of the feasibility of introducing a 40mph buffer zone on Gilamoor Road, pursuant to minute 23169, agenda item 12 of the Ordinary meeting dated 15 January 2024.**

Information received from North Yorkshire Council Highways Office, 30 January 2024:  
With regard to the introduction of a 40mph speed limit North Yorkshire Council, as the Highway Authority, and North Yorkshire Police, as the speed enforcement authority, have agreed a joint protocol covering both the setting and enforcement of speed limits, taking into account the guidance set out in Department for Transport Circular 01/2013: 'Setting Local Speed Limits'. The protocol states:  
"The reasons for a limit need to be apparent. There should be a consistent message between the posted speed limit and what the road looks like to the road users. Changes in speed limit need to be reflective of changes in the road layout and characteristics. Every effort should be made to achieve an appropriate balance between actual vehicle speeds, speed limits, road design and other measures."  
In this respect the protocol identifies that a 40mph speed limit is only considered appropriate where there are many bends, junctions or accesses, substantial development or a strong environmental or landscape reason. This does not apply to the length of road identified.  
I have also studied our injury collision database and I am pleased to say that for the section of road in question there have been no recorded injury collisions within the last five years.  
Given all the above, there is no justification at present for the introduction of a 40mph speed limit beyond the existing 30 mph limit. Apologies that this is unlikely be the answer the Town Council was hoping for.

**Tim Coyne, I.Eng, F.I.H.E.**

Improvement Manager, North Yorkshire Council, Area 4 Highways Office

- c) **To note the response from North Yorkshire Council Highways Authority in respect of safety concerns for motorists and pedestrians on the A170 associated with the highways works in proximity to the Manor Woods development pursuant to minute 23168, agenda item 11 of the Ordinary meeting dated 15 January 2024**

Information received from North Yorkshire Council Transport and Development, 30 January 2024:

I've chased up the contractor on the temporary signage and am waiting confirmation of the installation date. The use of temporary signage is a fairly common practice on roadworks and there shouldn't be any particular safety concerns providing the signage is regularly monitored and checked which I am informed does occur and with developer still on site should take place daily. I'm not aware of any incidents at the new islands or site entrance and the white lining /hatching does also direct drivers around the islands that have been installed.

James Kennedy

Transport and Development, North Yorkshire Council