

STATEMENT OF THE COUNCILS REASONS FOR PROPOSING TO MAKE THE ORDER

LEGAL POWERS AND DUTIES:

Under Section 1 (1) of the Road Traffic Regulation Act 1984 the Council, as traffic authority for North Yorkshire, has powers to make a Traffic Regulation Order (TRO) where it appears expedient to make it on one or more of the following grounds:-

- (a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) For preventing damage to the road or to any building on or near the road or
- (c) For facilitating the passage on the road or any other road of any class of traffic (Including pedestrians), or
- (d) For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (Without prejudice to the generality of paragraph (d) above) for preserving the character of the road where it is specially suitable for use by persons on horseback or on foot, or
- (f) For preserving or improving the amenities of the area through which the roads run; or
- (g) For any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (Air Quality)

Section 122) (1) of the Road Traffic Regulation Act 1984 also provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

<p>REASONS FOR MAKING THE ORDER</p>	<p>The Council considers that it is expedient to make this TRO on grounds (a), (c) and (f) above, having taken into account its duty under section 122 (1) of the 1984 Act, for the following reasons:-</p> <p>Introduction of a 30 mph and 20 mph speed limit in Appleton Wiske, to reduce vehicular traffic speed in order to improve road safety.</p>
<p>LOCATION(S) OF PROPOSED ORDER / OTHER COMMENTS</p>	<p><u>DIVISION</u> – Morton-on- Swale & Appleton Wiske</p> <p>Proposed Location : Appleton Wiske</p> <p>Introduction of 30mph speed limit on Hornby Road and a 20mph speed limit at Front Street, Baker Street, Prospect View, Hunters Ride and The Paddock.</p>

<p>CONSIDERATION OF OBJECTIONS</p>	<p>Under the Councils constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director Environment in consultation with the Executive members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director Environment and the Executive members seeking a decision on the consideration of the objections. The report will include the views of the relevant local member who will also be invited to the meeting that considers the report. The Corporate Director Environment may wish to refer the matter to the Councils Executive for a final decision.</p> <p>A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.</p> <p>A wide area impact TRO is defined as a proposal satisfying All of the three criteria set out below:</p> <ul style="list-style-type: none"> • The proposal affects more than one street or road and, • The proposal affects more than one community and, • The proposal is located within the ward of more than one councillor. <p>The report will seek the views of the area committee and these views will then be included in a report to the Corporate Director Environment and the Executive Members seeking a decision on the consideration of the objections. The Corporate Director Environment may wish to refer the matter to the Executive for a final decision.</p>
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	<p>The existing arrangements for members of the public wishing to attend or speak at committee meetings will apply and it may be appropriate for the Corporate Director Environment to have decision making meetings open to the public and in particular those with objections, have the opportunity to put their views across directly.</p> <p>N.B. The Corporate Director Environment has delegated power to make decisions on TRO's where there are no objections.</p>
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SCHEDULE 1

20 MPH SPEED LIMIT

<u>Column 1 Item</u>	<u>Column 2 Road</u>	<u>Column 3 Length</u>
1.	(C2) Front Street	From its junction with Hornby Road for a distance of 530 metres in a Southerly direction.
2.	(U1887) Baker Street	From its junction with Hornby Road to its junction with Front Street.
3.	(U1886) Prospect View West	From its junction with Hornby Road to its junction with Front Street.
4.	(U2069) Hunters Ride	From its junction with Front Street for its entirety.
5.	(U2099) The Paddock	From its junction with Hunters Ride for its entirety.

SCHEDULE 2

30 MPH SPEED LIMIT

<u>Column 1 Item</u>	<u>Column 2 Road</u>	<u>Column 3 Length</u>
1.	Hornby Road	From the existing national speed limit 90 metres from the access to Hill House Farm for a distance of 678 metres in an Easterly direction.