

STATEMENT OF THE COUNCIL'S 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 in a case 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 road runs; 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

REASONS FOR PROPOSING TO MAKE THE ORDER:

North Yorkshire Council considers that it is expedient to make this TRO on grounds (a) (b) (c) and (f) above, having taken into accounts its duty under Section 122(1) of the 1984 Act, for the following reasons.

The roads in question are narrow in width, contain significant bends, and lack the necessary carriageway capacity to safely accommodate larger or heavier vehicles. Their use by heavy goods vehicles as 'rat runs' creates a heightened risk of danger to other road users due to restricted visibility, limited passing space, and the increased likelihood of conflict on tight bends.

The proposed weight restriction is therefore considered necessary to avoid danger to persons or other traffic, and to preserve the amenity of the area by preventing unsuitable traffic from using roads that are not designed to accommodate it.

The regulatory signage has been in place for a number of years however this Traffic Regulation Order process is being carried to ensure the restriction will be enforceable with an up to date TRO.