

North Yorkshire County Council

Business and Environmental Services

Executive Members

27 September 2019

**Blue badge parking bays - proposed changes to Traffic Regulation Orders
Park Terrace, Whitby, Larpool Crescent, Whitby,
Ravine Top, Filey, Northgate, Hunmanby**

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 To enable the Corporate Director - Business and Environmental Services (BES) and the BES Executive Members to consider objections and comments received following public consultation and statutory advertisement carried out in May/June 2019 for proposed changes to traffic regulation orders at the four separate locations listed above.

2.0 Background

2.1 Park Terrace, Whitby

Park Terrace, along with a number of other streets in the area, is not subject to any parking regulation. It lies outside the Controlled Parking Zone (CPZ), has no yellow lines or 'H' bars and is not a permit or resident's parking zone. One disabled parking bay exists at No. 18 Park Terrace.

- 2.1.1 There is a high demand for parking by residents from adjacent high density housing (including flats), but also from visitors, given the location which is within a reasonable walking distance of the town centre. Several properties in the area are holiday lets which can generate multi vehicle use with a high turnover. There are three properties on the western side of Park Terrace with off street private driveways and 24 properties on the eastern side with off street parking spaces which serve properties with frontages on Esk Terrace. None of these private driveways have 'H' bar road markings.

- 2.1.2 The resident of No. 17 Park Terrace has submitted an application for an on street blue badge parking bay outside the property. This would be located adjacent to the existing blue badge parking bay outside No.18.

2.2 Larpool Crescent, Whitby

Larpool Crescent is a residential street on the eastern side of Whitby. Both ends of the Crescent have junctions with Larpool Lane. The street is not subject to any parking regulations. It lies outside the CPZ, has no yellow lines and is not a permit or resident's parking zone and has no existing blue badge parking bays. There is an existing 'H' bar outside the driveway frontages of Nos. 4 and 5.

- 2.2.1 There are approximately 48 properties fronting Larpool Crescent and on street parking is primarily residential. Approximately 21 properties on the street have off street private driveways. A further 12 properties in two locations are set back from the street where access is by footway only.

- 2.2.2 The resident of No. 2 Larpool Crescent has submitted an application for an on street blue badge parking bay outside the property.

2.3 Ravine Top, Filey

Ravine Top is a cul de sac residential street on the eastern side of Filey. It has one junction with Queen Street. The street is not subject to any parking regulations and has no yellow lines or 'H' bars and is not a permit or resident's parking zone. There are no existing blue badge parking bays on Ravine Top.

2.3.1 Approximately 21 properties have a frontage on Ravine Top and on street parking is primarily residential. At the end of the cul de sac a small parking area provides parking for up to seven cars. There are eight lock up garages directly accessing the street.

2.3.2 The resident of No. 14 Ravine Top has submitted an application for an on street blue badge parking bay outside the property.

2.4 Northgate, Hunmanby

Northgate in Hunmanby is in a rural residential setting with wide verges and a mixture of on street and off street parking. This part of Northgate is not subject to any parking regulations.

2.4.1 The resident of No. 78 Northgate, Hunmanby has submitted an application for an on street blue badge parking bay outside the property.

3.0 **Consultation**

3.1 The proposals have been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The attached drawings indicate the extent of the proposals as advertised. Please refer to Appendix A. The proposed changes to the Traffic Regulation Orders were advertised on the various sites on 9th May 2019 and in the press on 16th May 2019. Any person could make objections and representations until 10th June 2019.

3.1.1 For each of these sites the respondent's comments are summarised in Appendix B, together with Officers comments.

3.2 Park Terrace, Whitby

For the advertising stage approximately 58 letters were delivered and at the conclusion of the advertising stage ten responses were received. There are seven in support of the proposals and three objections. Seven of the responses were accompanied by comments and there were no responses where comments were offered without an indication of the respondent's support or objection.

3.3 Larpool Crescent, Whitby

For the advertising stage approximately 29 letters were delivered and at the conclusion of the advertising stage six responses were received. There are four in support of the proposals and two objections. Five of the responses were accompanied by comments and there were no responses where comments were offered without an indication of the respondent's support or objection.

3.4 Ravine Top, Filey

For the advertising stage approximately 34 letters were delivered and at the conclusion of the advertising stage four responses were received. There are three in support of the proposals and one objection. Two of the responses were accompanied by comments and there were no responses where comments were offered without an indication of the respondent's support or objection.

3.5 Northgate, Hunmanby

For the advertising stage approximately 33 letters were delivered and at the conclusion of the advertising stage two responses were received. Both are in support of the proposals.

4.0 **Local County Councillor comments**

4.1 The County Councillor for the Filey Division has expressed support for the Ravine Top, Filey application with the following comment *“Parking is always at a premium in this area, particularly during the summer months and at weekends therefore I support the installation of a disabled parking bay adjacent to No. 14”*.

4.2 The County Councillor for Whitby Streonshalh Division has expressed support for the Larpool Crescent and Park Terrace applications, with the following comment; *“I have no objections to the proposed disabled parking bays as the applicants have met the eligibility criteria for the level of disability. We need to support people who have this level of disability. The applicants need to recognise that these facilities will be available for any blue badge holder to park at this location”*.

5.0 **Equalities**

5.1 Consideration has been given to the potential for any equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have a significant adverse impact on any of the protected characteristics identified in the Equalities Act 2010 and a copy of the Equalities Impact Assessment screening form for each site is attached in Appendix C.

6.0 **Finance**

6.1 On the basis of the recommendations, the financial implications are in the region of £2000 per site including consultation, legal advertising, and the necessary lining and signing which will be funded from the local highways Area 3 (Signs, Lines and TROs) budget.

7.0 **Legal**

7.1 A new process for the consideration of objections to traffic regulation orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Constituency Committee is changed to a consultative role on wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director of Business and Environmental Services (BES) in consultation with BES Executive Members. The new decision making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A wide area impact TRO is classed as a proposal satisfying all of the three criteria set out below:

- 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 County Councillor.

7.1.1 As each of these proposals is wholly within a single County Council Electoral Division, none of these proposals would be classed as a wide area impact TRO.

- 7.2 Officers consider that, should it be resolved that some or all of the proposed amendments are to be made, the changes will enable the County Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984, which 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.
- 7.3 In the event that the changes to the traffic regulation orders described in this report are approved, then to accord with the relevant statutory regulations, the County Council will be required to make and advertise the traffic regulation order concerned before it comes into operation. The County Council will also be required to notify the objectors of its decision.
- 7.4 Where an Order has been made (sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within 6 weeks from the date on which the Order is made.

8.0 Recommendations

- 8.1 On the basis of the consultation responses, it is recommended that the Corporate Director, BES, in consultation with the BES Executive Members, overrule the objections to the proposed blue badge parking bays and approve the changes; and
- 8.2 That the Assistant Chief Executive (Legal and Democratic Services) be authorised to make and seal the relevant Traffic Regulation Orders.
- 8.3 That the respondents are notified of the decision within 14 days of the Order being made.

BARRIE MASON
Assistant Director Highways and Transportation

Author of Report: John Hough

Background Documents: None

Consultation Letter – 17 Park Terrace, Whitby



Our Ref: A3.0894

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April 2019

Dear Sir / Madam

CONSULTATION – Installation of an on street disabled parking bay adjacent to No. 17 Park Terrace, Whitby

The County Council, as Highway Authority for the area, has been asked to implement the following traffic control measures at the above location:-

Proposed measures	To install an on street disabled parking bay adjacent to No.17 Park Terrace, Whitby.
Reasons	To facilitate available parking for blue badge holders.

The Council is required to consult those directly affected by the proposal, or who may have an interest. The purpose of this letter is to provide you with details of the proposal and allow you the opportunity to express your views.

Attached is a plan showing the location of the section of U126 Park Terrace where we are proposing to install a designated blue badge parking space. This will increase the availability of a parking space for blue badge holders. There is a simple questionnaire for you to indicate your views regarding the proposal.

Please return questionnaires by 3rd June 2019. You can also email your comments to area3.whitby@northyorks.gov.uk

If there are no significant objections to the proposals, it is anticipated that the scheme would be implemented within six months from the end of the consultation period. However, if objections are raised which are not resolved or withdrawn, it will be necessary to report them to a meeting of the County Council's Business and Environmental Services (BES) Executive Members overseeing the responsibilities of Corporate Director, BES, David Bowe, to decide whether the objections should be upheld or overruled.

The date and venue of any meeting together with conditions regarding public access will be advised if applicable.

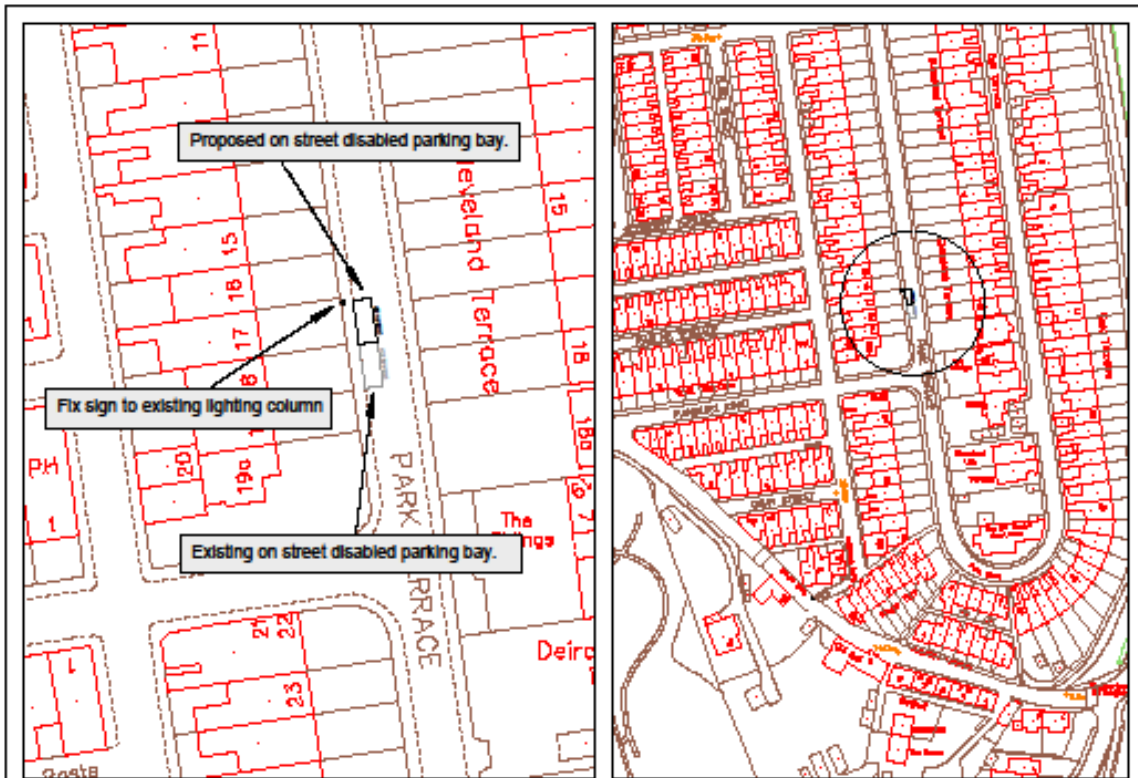
I trust this is satisfactory and look forward to receiving your comments.

Yours faithfully

Helen Watson
Improvement Manager

Business and Environmental Services ■

Location Plan - 17 Park Terrace, Whitby



APPENDICES			JH	
			01/04/2019	NTS
		PROPOSED DISABLED PARKING BAY PARK TERRACE, WHITBY		
		SITE LOCATION PLANS & PHOTO		



Whitby
Area 3

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Statement of Reasons – 17 Park Terrace, Whitby

**PROPOSED AMENDMENTS TO WAITING RESTRICTIONS
IN WHITBY**

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 County 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 MAKING THE ORDER

The County Council considers that it is expedient to make this TRO on grounds (c) and (f) above, having taken into account its duty under Section 122(1) of the 1984 Act.

Location(s) of Proposed Orders

Street	Side	From	To	Restriction	Hours	Zone
Park Terrace	West	A point 24 metres north of its junction with Fishburn Road	A point 31 metres north of its junction with Fishburn Road	Disabled Parking Bay	At any time	

CONSIDERATION OF OBJECTIONS

Under the County Council’s Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES 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 - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined as a proposal satisfying all the three criteria set out below:

- 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 County Councillor.

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The Corporate Director - BES may wish to refer the matter to the Executive for a final decision.

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 - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.

Consultation Letter – 2 Larpool Crescent, Whitby



Our Ref: A3.0895

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April 2019

Dear Sir / Madam

CONSULTATION – Installation of an on street disabled parking bay adjacent to No. 2 Larpool Crescent, Whitby

The County Council, as Highway Authority for the area, has been asked to implement the following traffic control measures at the above location:-

Proposed measures	To install an on street disabled parking bay adjacent to No.2 Larpool Crescent, Whitby.
Reasons	To facilitate available parking for blue badge holders.

The Council is required to consult those directly affected by the proposal or who may have an interest. The purpose of this letter is to provide you with details of the proposal and allow you the opportunity to express your views.

Attached is a plan showing the location of the section of U143 Larpool Crescent where we are proposing to install a designated blue badge parking space. This will increase the availability of a parking space for blue badge holders. There is a simple questionnaire for you to indicate your views regarding the proposal. Please return questionnaires by 3rd June 2019. You can also email your comments to area3.whitby@northyorks.gov.uk

If there are no significant objections to the proposals, it is anticipated that the scheme would be implemented within six months from the end of the consultation period. However, if objections are raised which are not resolved or withdrawn, it will be necessary to report them to a meeting of the County Council's Business and Environmental Services (BES) Executive Members overseeing the responsibilities of Corporate Director, BES, David Bowe, to decide whether the objections should be upheld or overruled.

The date and venue of any meeting together with conditions regarding public access will be advised if applicable.

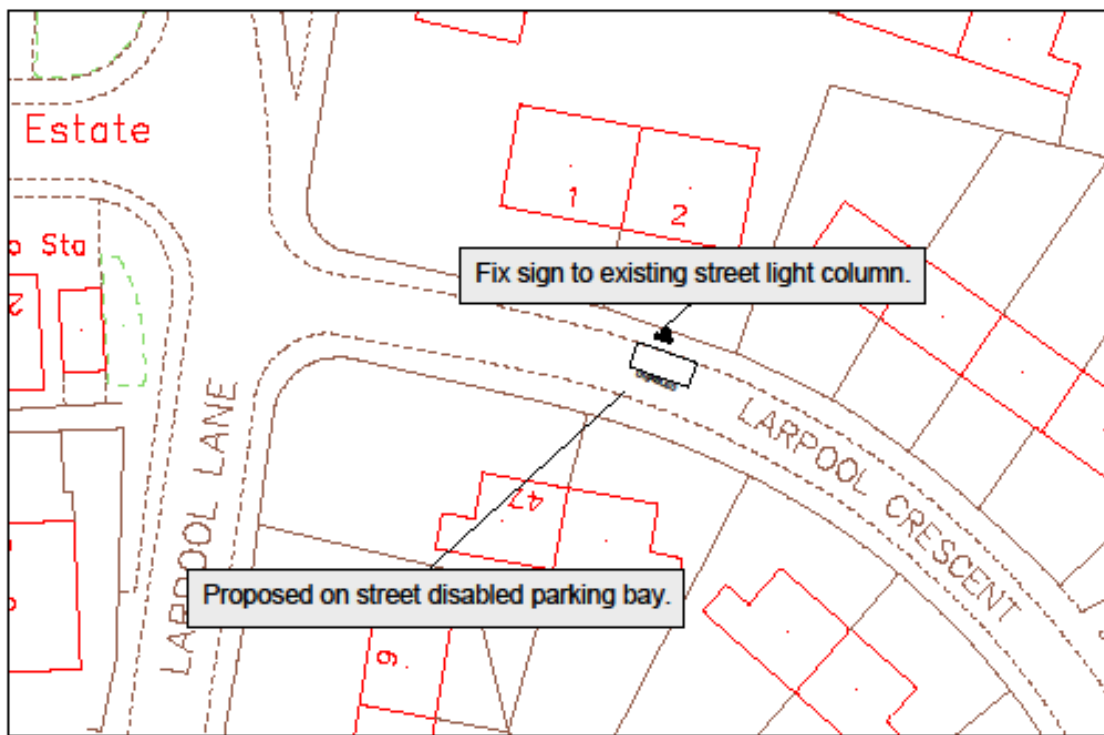
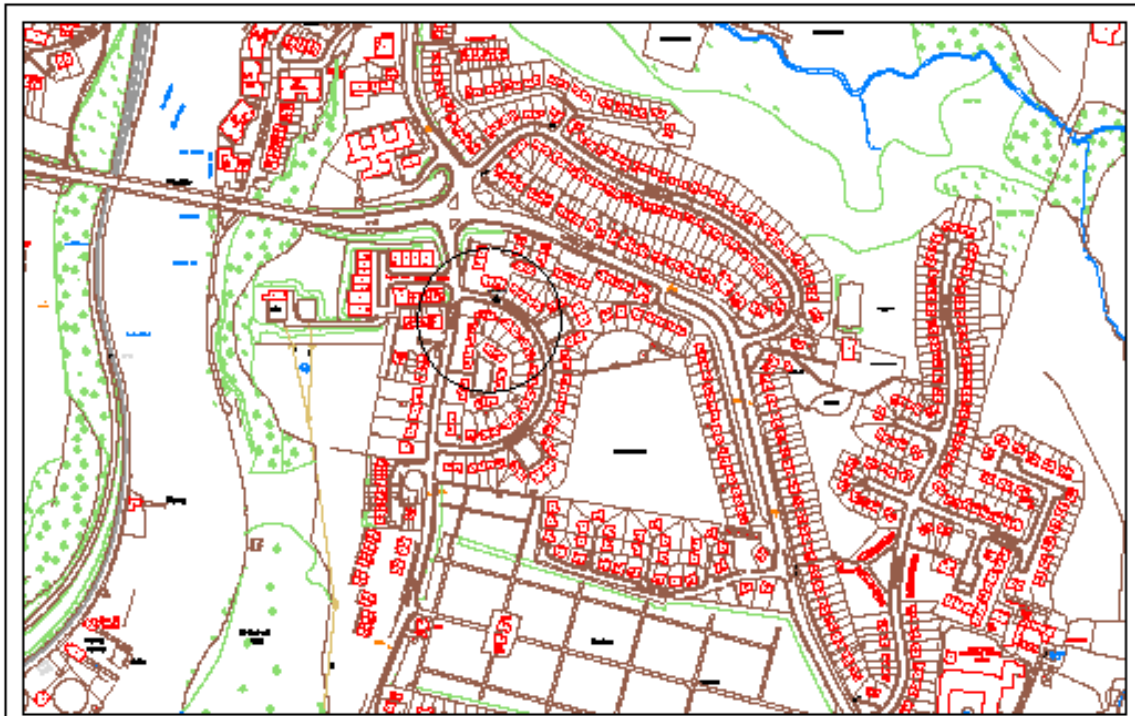
I trust this is satisfactory and look forward to receiving your comments.

Yours faithfully

Helen Watson
Improvement Manager

Business and Environmental Services ■

Location Plan – 2 Larpool Crescent, Whitby



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	PROPOSED ON STREET DISABLED PARKING BAY LARPOOL CRESCENT, WHITBY LOCATION PLANS	

Statement of Reasons – 2 Larpool Crescent, Whitby

**PROPOSED AMENDMENTS TO WAITING RESTRICTIONS
IN WHITBY**

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LEGAL POWERS AND DUTIES

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- (h) 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
- (i) For preventing damage to the road or to any building on or near the road, or
- (j) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (k) 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
- (l) (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
- (m) For preserving or improving the amenities of the area through which the road runs, or
- (n) 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 MAKING THE ORDER

The County Council considers that it is expedient to make this TRO on grounds (c) and (f) above, having taken into account its duty under Section 122(1) of the 1984 Act.

Location(s) of Proposed Orders

Street	Side	From	To	Restriction	Hours	Zone
Larpool Crescent	North	A point 28 metres east of its junction with Larpool Lane	A point 35 metres east of its junction with Larpool Lane	Disabled Parking Bay	At any time	

CONSIDERATION OF OBJECTIONS

Under the County Council’s Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES 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 - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined as a proposal satisfying all the three criteria set out below:

- 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 County Councillor.

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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 - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.

Consultation Letter – 14 Ravine Top, Filey



Our Ref: A3.0897

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April 2019

Dear Sir / Madam

CONSULTATION – Installation of an on street disabled parking bay adjacent to No. 14 Ravine Top, Filey

The County Council, as Highway Authority for the area, has been asked to implement the following traffic control measures at the above location:-

Proposed measures	To install an on street disabled parking bay adjacent to No.14 Ravine Top, Filey.
Reasons	To facilitate available parking for blue badge holders.

The Council is required to consult those directly affected by the proposal, or who may have an interest. The purpose of this letter is to provide you with details of the proposal and allow you the opportunity to express your views.

Attached is a plan showing the location of the section of Ravine Top where we are proposing to install a designated blue badge parking space. This will increase the availability of a parking space for blue badge holders. There is a simple questionnaire for you to indicate your views regarding the proposal.

Please return questionnaires by 3rd June 2019. You can also email your comments to area3.whitby@northyorks.gov.uk

If there are no significant objections to the proposals, it is anticipated that the scheme would be implemented within six months from the end of the consultation period. However, if objections are raised which are not resolved or withdrawn, it will be necessary to report them to a meeting of the County Council's Business and Environmental Services (BES) Executive Members overseeing the responsibilities of Corporate Director, BES, David Bowe, to decide whether the objections should be upheld or overruled.

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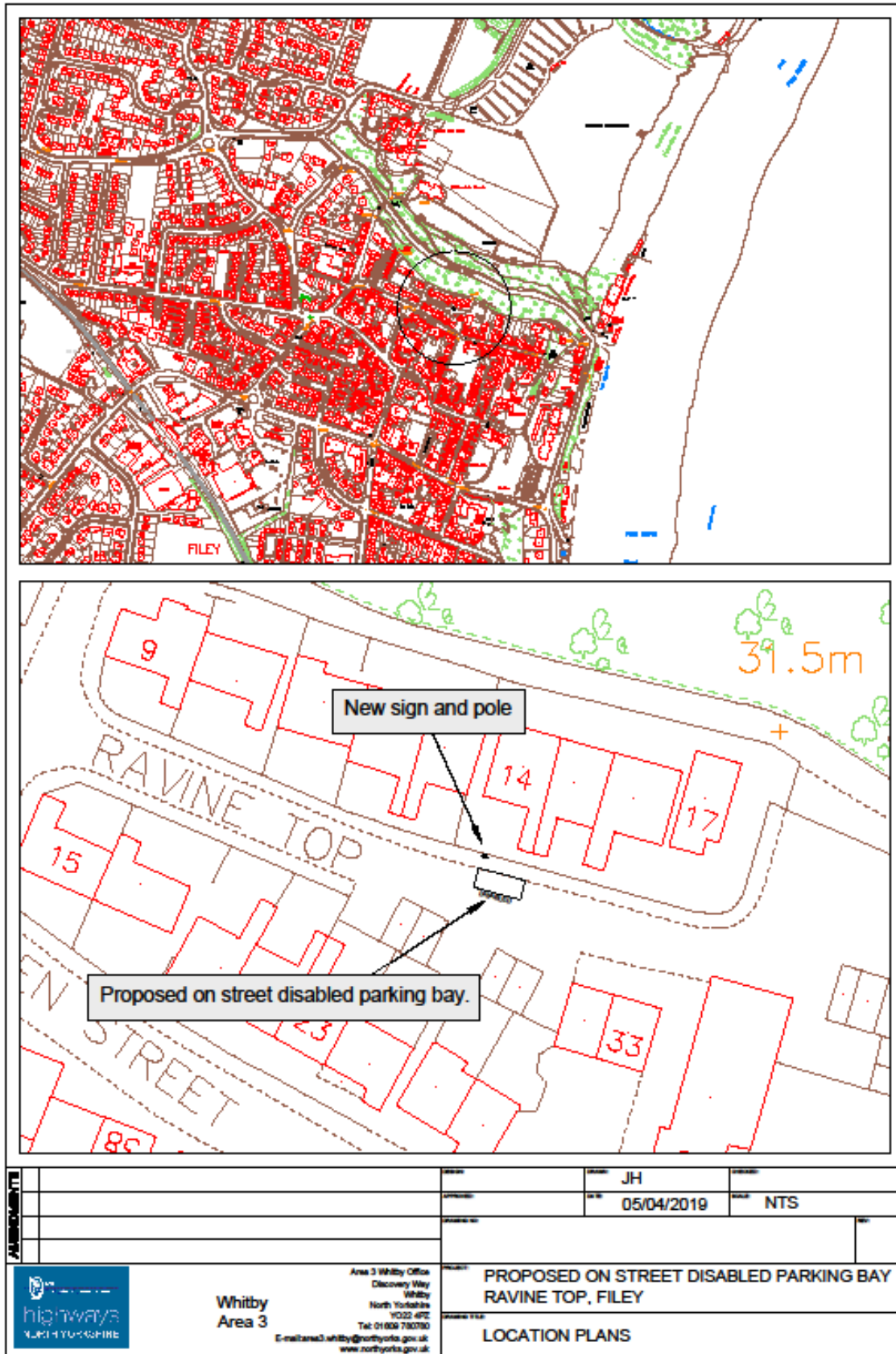
I trust this is satisfactory and look forward to receiving your comments.

Yours faithfully

Helen Watson
Improvement Manager

Business and Environmental Services ■

Location Plan – 14 Ravine Top, Filey



Statement of Reasons – 14 Ravine Top, Filey

**PROPOSED AMENDMENTS TO WAITING RESTRICTIONS
IN FILEY**

STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER

LEGAL POWERS AND DUTIES

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- (o) 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
- (p) For preventing damage to the road or to any building on or near the road, or
- (q) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (r) 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
- (s) (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
- (t) For preserving or improving the amenities of the area through which the road runs, or
- (u) 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 MAKING THE ORDER

The County Council considers that it is expedient to make this TRO on grounds (c) and (f) above, having taken into account its duty under Section 122(1) of the 1984 Act.

Location(s) of Proposed Orders

Street	Side	From	To	Restriction	Hours	Zone
Ravine Top	North	A point 65 metres east of its junction with U322 Queen Street	A point 72 metres east of its junction with U322 Queen Street	Disabled Parking Bay	At any time	

CONSIDERATION OF OBJECTIONS

Under the County Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES 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 - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined as a proposal satisfying all the three criteria set out below:

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- The proposal is located within the ward of more than one County Councillor.

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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 - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.

Consultation Letter – 78 Northgate, Hunmanby



Our Ref: A3.0898

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April 2019

Dear Sir / Madam

CONSULTATION – Installation of an on street disabled parking bay adjacent to No. 78 Northgate, Hunmanby.

The County Council, as Highway Authority for the area, has been asked to implement the following traffic control measures at the above location:-

Proposed measures	To install an on street disabled parking bay adjacent to No.78 Northgate, Hunmanby.
Reasons	To facilitate available parking for blue badge holders.

The Council is required to consult those directly affected by the proposal, or who may have an interest. The purpose of this letter is to provide you with details of the proposal and allow you the opportunity to express your views.

Attached is a plan showing the location of the section of U263 Northgate where we are proposing to install a designated blue badge parking space. This will increase the availability of a parking space for blue badge holders. There is a simple questionnaire for you to indicate your views regarding the proposal.

Please return questionnaires by 3rd June 2019. You can also email your comments to area3.whitby@northyorks.gov.uk

If there are no significant objections to the proposals, it is anticipated that the scheme would be implemented within six months from the end of the consultation period. However, if objections are raised which are not resolved or withdrawn, it will be necessary to report them to a meeting of the County Council's Business and Environmental Services (BES) Executive Members overseeing the responsibilities of Corporate Director, BES, David Bowe, to decide whether the objections should be upheld or overruled.

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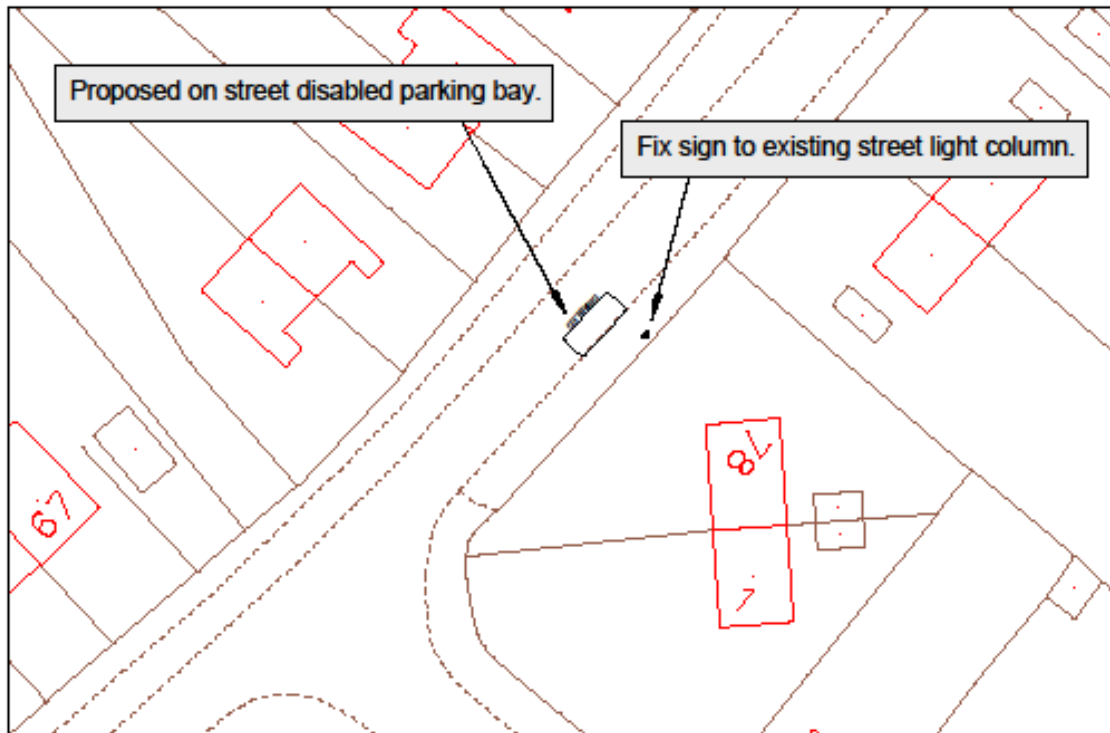
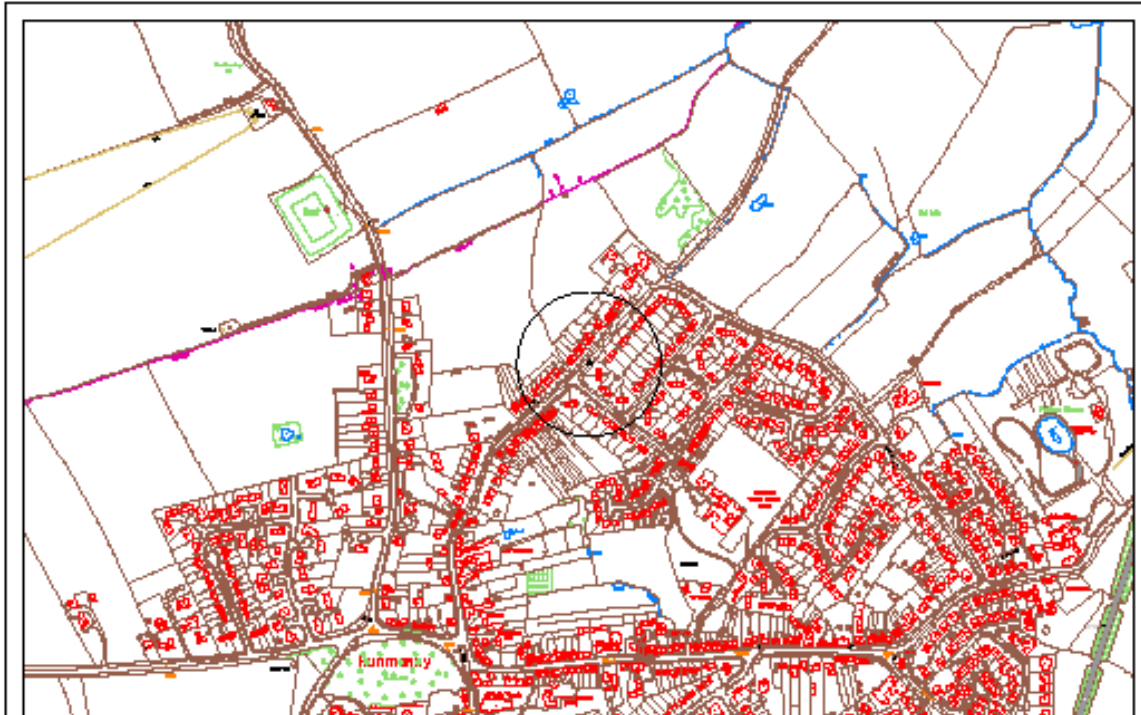
I trust this is satisfactory and look forward to receiving your comments.

Yours faithfully

Helen Watson
Improvement Manager

Business and Environmental Services ■

Location Plan – 78 Northgate, Hunmanby



		Area 3 Whitby Office Discovery Way Whitby North Yorkshire YO21 4PE Tel: 01804 700780 E-mail: area3.whitby@northyorks.gov.uk www.northyorks.gov.uk	Author: JH Date: 05/04/2019 Scale: NTS
Whitby Area 3		PROPOSED ON STREET DISABLED PARKING BAY NORTHGATE, HUNMANBY LOCATION PLANS	

Statement of Reasons – 78 Northgate, Hunmanby

**PROPOSED AMENDMENTS TO WAITING RESTRICTIONS
IN HUNMANBY**

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 County 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:

- (v) 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
- (w) For preventing damage to the road or to any building on or near the road, or
- (x) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (y) 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
- (z) (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
- (aa) For preserving or improving the amenities of the area through which the road runs, or
- (bb) 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 MAKING THE ORDER

The County Council considers that it is expedient to make this TRO on grounds (c) and (f) above, having taken into account its duty under Section 122(1) of the 1984 Act.

Location(s) of Proposed Orders

Street	Side	From	To	Restriction	Hours	Zone
Northgate	South east	A point 27 metres northeast of its junction with Owston Road	A point 35 metres northeast of its junction with Owston Road	Disabled Parking Bay	At any time	

CONSIDERATION OF OBJECTIONS

Under the County Council’s Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES 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 - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined as a proposal satisfying all the three criteria set out below:

- 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 County Councillor.

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The Corporate Director - BES may wish to refer the matter to the Executive for a final decision.

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 - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.

Comments Received

17 Park Terrace, Whitby

Support, Objections and Comments	Officer Comments
<p>Objection: Blue badge holders can park anywhere they want so don't need a bay. Already a bay on the street. What happens when house is sold and new owner's car is parked outside own home. Where do other none blue badge holders park? All of Whitby (Railway) should be residents only parking not a free for all. The scratch card system is a joke, visitors get a parking space for £1:50 a week when locals can't park.</p>	<p>Noted that blue badge holders have more liberty over where they can park, but the respondent does not seem to appreciate that blue badge holders have limits on how far they can walk.</p> <p>When the property changes hands the blue badge space will be rescinded.</p> <p>We note the significant concerns of residents and their wish that parking close to their homes should be regulated differently. However this proposal is concerned with the introduction of a single bay for use by blue badge holders.</p>
<p>Objection: I don't think we need blue badge parking as parking is free. People have had to lose part of their gardens to be able to park.</p>	<p>Parking in this area is indeed without cost or restriction. This has resulted in a lack of parking availability and is the reason for this blue badge bay application.</p>
<p>Support: No comment given.</p>	
<p>Support: I would prefer more disabled parking than allow locals and tourists just to come park their cars there to avoid paying the parking fees in the town while they go shopping, to work, sight seeing etc.</p>	<p>Without specifically mentioning resident parking or other parking controls, this comment is another acknowledgement of the usage of this street by non-residents.</p>
<p>Support: Although we understand the need for disabled parking bays in the area and do not object to the proposal, we make the following comments. The Fishburn Park area of Whitby suffers from constant parking problems for residents. We often have to park up to three streets away during holidays and at weekends, making this a real difficulty for anyone who suffers from mobility issues, people with young children or when luggage or shopping has to be brought from the car. During summer months it is not uncommon to have to drive around the streets for up to an hour to try to find a space near enough to the house. This problem is due to the area being one of the few locations in Whitby close to the town centre with non-restrictive parking and no resident permits, meaning that it is used consistently by tourists and people working in</p>	<p>The lack of any existing parking restrictions being the cause of the problems experienced by residents and the idea of introducing resident parking is a common theme among the respondents. However it should be noted that during the 2013 consultation for the Whitby parking scheme, various parts of Whitby voiced their objections to the proposed introduction of a controlled parking scheme. As a result the coverage of the Whitby CPZ was reduced to omit these areas, which included Fishburn Park.</p>

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<p>the town as a free car park. We would urge the Council to take this into consideration when reducing the parking availability further. This issue could be solved completely for the residents of Park Terrace and Fishburn Park by introducing residents permits.</p>	
<p>Support: No comment given.</p>	
<p>Support: No objection to this, only comment is as you turn right onto Fishburn Rd into Park Terrace, on the right side there are just two parking spaces, all the rest are dropped curbs. With the holiday lets, parking on Park Terrace is almost impossible. I sometimes have to park more than a quarter of a mile away from my home. So I would ask the Council once again to reconsider resident parking on Park Terrace as was proposed 3 years ago but was blocked by 4 businesses, 2 of which have since changed hands and the other two have their own parking spaces.</p>	<p>During the 2013 consultation for the Whitby parking scheme, various parts of Whitby voiced their objections to the proposed introduction of a controlled parking scheme, and as a result the coverage of the Whitby CPZ was reduced to omit these areas. Fishburn Park was one of these areas.</p>
<p>Objection: I strongly object to the proposal. Blue badge holders already have one space on the street. Blue badge holders can park anywhere they want. Car parking on the railway now for some time is getting out of hand with cars just being left anywhere they like blocking roads at times. The sooner residents are only allowed to park the better. Like West Cliff area. Why were we not asked about the other disabled bay that was put up? I look forward to the public meeting in relation to this install.</p>	<p>Anybody can park anywhere on this street, not only blue badge holders. Under the stage 2 criteria this street with approximately 30 properties could contain as many as three blue badge bays.</p> <p>The other disabled bay was installed after 2015 and consultation would have taken place prior to its installation.</p> <p>The issue of resident parking is raised again and I reiterate the previous officer comments regarding the objections to the proposed CPZ by Fishburn Park residents during the 2013 consultation.</p>
<p>Support: On behalf of the Yorkshire Coast & Ryedale Disability Forum I have been asked to comment on the 5 blue badge applications for disabled parking in Area3. Quite simply the YCRDF supports all 5 applications.</p>	<p>Comments noted.</p>

Comments Received

2 Larpool Crescent, Whitby

Support, Objections and Comments	Officer Comments
Support: No comment given.	
Objection: Oppose parking at No. 2 as I live directly opposite, parking is not allowed on my side of the road. And we already have parking restrictions at No.4. I am not a car owner, but I am 82 years old and rely on my daughter's car for help with shopping and DR's appointments. I would like to have a parking space short term, 2 or 3 times a week.	The road is narrow and parking tends to occur generally on the eastern side of the street. Any parking on the western side would block the road, however there are no posted parking restrictions on this side of Larpool Crescent. An 'H' bar exists across the frontages of Nos. 4 and 5.
Support: Concern to the location plans, there will be a sign fixed to an existing street light column outside No.2 which does not exist anymore due to renewal of the street lights. The new street light is now outside my property, No.4. Will there be another sign erected outside No.2?	I acknowledged the respondent's comments, thanked them for pointing out my error and confirmed that there will be a new sign and post adjacent to the blue badge parking bay.
Objection: People are turning their front gardens into parking, removing 1&2 on street parking. We have 2 useless green spaces that must cost the council a substantial amount to maintain. Becoming harder to find parking, this only going to impact on the already fragile parking on Larpool Crescent. It is not helped by several people living on new estate park on Larpool Crescent and walk through the path back to the estate. Need more parking in area, not less. Creating another DB will result in already fragile dispute. Remove the greens, create more parking then reconsider the blue badge space.	I agree that the 12 properties fronting the two green areas place extra burden on Larpool Crescent for parking space since they have no vehicular access of their own. However it could be considered that this is offset by the fact that 44% of the properties fronting Larpool Crescent have off street parking on private driveways. While the pressure on available on-street parking is noted, it is not within the remit of this proposal to create new parking spaces where they do not exist at the moment.
Support: There are a number of blue badge holders who park their vehicles in this area. Availability of parking, particularly on Larpool Lane is restricted so increasing options for blue badge holders is positive.	If the request for the blue badge bay is approved, it is not for the exclusive use of a particular blue badge holder and therefore we may see a number of blue badge holders wishing to use it.

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<p>Support: On behalf of the Yorkshire Coast & Ryedale Disability Forum I have been asked to comment on the 5 blue badge applications for disabled parking in Area3. Quite simply the YCRDF supports all 5 applications.</p>	<p>Comments noted.</p>
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Comments Received14 Ravine Top, Filey

Support, Objections and Comments	Officer Comments
Support: No comment given.	
Objection: There is not enough parking for the cars that are on the street without losing a parking space. We struggle big time especially in the summer and most weekends. We don't have a back & front to park, only 1 space at the back. People from all round park their cars on our street and them for days which is not on and park both sides of the roads at the beginning of our road then nobody can park. Sorry not on at all, very disgruntled.	I would say this is not a valid objection. It does however serve to support the case for the blue badge holder to have provision made for a parking space more likely to be available to them.
Support: No comment given.	
Support: On behalf of the Yorkshire Coast & Ryedale Disability Forum I have been asked to comment on the 5 blue badge applications for disabled parking in Area3. Quite simply the YCRDF supports all 5 applications.	Comments noted.

Comments Received78 Northgate, Hunmanby

Support, Objections and Comments	Officer Comments
Support: Although the Parish Council welcome disabled bays in the village, we are concerned that the traffic flow will be disturbed as cars park on the corner of Mitford Road. Resident who has requested the bay should be advised that it can be used by any disabled driver.	Mitford Road does not join Northgate. Respondent probably meant Owston Road. No traffic flow problems anticipated with this location.
Support: On behalf of the Yorkshire Coast & Ryedale Disability Forum I have been asked to comment on the 5 blue badge applications for disabled parking in Area3. Quite simply the YCRDF supports all 5 applications.	Comments noted.

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Business and Environmental Services		
Service area	Highways and Transportation		
Proposal being screened	The introduction of on street residential blue badge parking bays and associated Traffic Regulation Orders.		
Officer(s) carrying out screening	John Hough		
What are you proposing to do?	Install residential on street blue badge parking bays at the following locations: <ul style="list-style-type: none"> • west side of Park Terrace, Whitby adjacent to No. 17. • north side of Larpool Crescent, Whitby adjacent to No. 2. • north side of Ravine Top, Filey adjacent to No. 14. • south east side of Northgate, Hunmanby adjacent to No. 78. 		
Why are you proposing this? What are the desired outcomes?	In response to applications submitted by residents. The desired outcome is to facilitate accessible parking for blue badge holders.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	On the basis of the recommendations, the financial implications are in the region of £2000 per site including consultation, legal advertising, and the necessary lining and signing which will be funded from the local highways Area 3 (Signs, Lines and TROs) budget. The only removal of resources would be a very slight reduction in parking availability for non blue badge holders.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	

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Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
NYCC additional characteristics			
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	Yes The proposal relates to the availability of residential parking spaces for blue badge holders.		
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	Yes The proposals have the full support of the Yorkshire Coast & Ryedale Disability Forum and in the case of Larpool Crescent, the Whitby, Scarborough and Ryedale Disability Action Group.		
Decision (Please tick one option)	EIA not relevant or proportionate:	√	Continue to full EIA?; NO
Reason for decision	Minor impact that will not differentiate or discriminate. Any 'blue badge' holders may apply for a residential disabled bay through the Council's application process. None of these applications would exceed the stage 2 criteria relating to the number of properties on the street.		
Signed (Assistant Director or Equivalent)	<i>Barrie Mason</i>		
Date	<i>18/09/19</i>		