

## North Yorkshire County Council

### Business and Environmental Services

#### Executive Members

27 September 2019

### Hovingham Drive and its side roads, Woodlands Drive, 'Old' Scalby Road, St Luke's Crescent, Woodland Grove, Stepney Drive, Stepney Grove and Gillylees, Scarborough – proposed Traffic Regulation Order.

#### 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 for proposed waiting restrictions.

#### 2.0 Background

- 2.1 The areas where these restrictions are proposed, Hovingham Drive and 'Old' Scalby Road are in the vicinity of Scarborough Hospital, two schools and the crematorium. Scarborough Hospital's main entrance is off Woodlands Drive, as are the two schools, Graham Secondary School and Woodlands Academy and the Crematorium. A second, northern, entrance to the hospital is off the A171, Scalby Road.
- 2.2 There have been long running issues around parking in the area by staff and visitors to these facilities unable to find a parking space on site or unwilling to pay staff or visitor parking fees at the hospital. There has recently been an extension of the car parking within the hospital grounds by the creation of a separate visitor car park, with the hospital introducing parking charges for visitors and staff.
- 2.3 On some occasions due to the way in which cars have been parked on the highway, the local bus operator has had to run their services without including either Hovingham Drive or 'Old' Scalby Road. The Local Highways office has also received complaints from residents who have reported difficulties with accessibility of their driveways due to parked vehicles. Parking on Woodlands Drive can also create problems for pedestrians accessing the bus stop east of its junction with Plaxton Court, as a dropped pedestrian crossing can be obstructed regularly by parked vehicles.
- 2.4 There have been two preliminary consultations with residents prior to this formal consultation, the first consultation was to ask residents if they wanted to avail themselves of a free 'H' bar marking to protect their access and informed them that the County Council was proposing to mark out parking spaces where vehicles can be accommodated on the highway without causing an obstruction.
- 2.5 After the first consultation a beat survey, which recorded the last three letters of vehicle registration plates, was carried out on the roads listed at 7am, 11am, 2 pm and 6pm so as to give an indication of the volume of the parking that is taking place, it's likely purpose and its location.

- 2.6 Using the responses from the first consultation and analysis from the beat survey, a decision was taken to propose restrictions rather than advisory bays as the restrictions would be enforceable. A second informal consultation was undertaken to show the change in philosophy to yellow lines and gauge the residents' response.
- 2.7 The second consultation included a plan showing the position of the requested H bars and the proposed location of the parking restrictions.
- 2.8 Responses to the second informal consultation were supportive in the majority.
- 2.9 After reflecting on the returns from the second consultation, officers made slight alterations to the positions of the single or double yellow lines, changing from single to double or removing the restriction.
- 2.10 Staff from the local highways office have been in regular contact with Scarborough Hospital representatives regarding the issues relating to parking in the streets adjacent, and the extent of these proposals were discussed with them prior to the public consultation. Representatives from the hospital have been sent copies of all consultations.
- 2.11 The local bus company has been involved in discussions regarding the proposals and have supplied information regarding the number of times the bus service has been disrupted, the bus companies have also received copies of the consultation, as statutory consultees.
- 2.12 The restrictions proposed on Gillylees and Stepney Grove are to keep the junctions with Stepney Drive clear of parked vehicles. There have been long running concerns raised by some residents about parking on Gillylees, with residents considering the parking on Gillylees, on the approach to Stepney Drive, to be unsafe and caused by staff from the hospital. The local highways office has carried out a safety assessment of the location and does not share the view that the parking creates unsafe conditions, or that parking should be prohibited, except for close to the junction.
- 2.13 The letters sent to Gillylees and Stepney Grove residents can be seen in appendix A.
- 2.14 The formal legal consultation was distributed to residents at the end of April 2019, while the proposals were advertised in the local paper, on street and left on deposit in July 2019. (see Appendix A - Consultation Details). A summary of all comments received up to the 16th August 2019 has been included in this report as Appendix C.

### **3.0 Proposals**

- 3.1 The proposals are shown in Appendix B...TRO Schedule.

### **4.0 Consultation response**

- 4.1 There were a total of 527 consultation letters delivered to residents with 125 responses received, a 23.7 percent response rate. Of those responding 76 percent were in support of the proposals.
- 4.2 A summary of the consultation comments received together with officer comments, is attached as Appendix C.

## **5.0 Consultation**

- 5.1 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 drawing indicates the extent of the proposals. Please refer to Appendix C. The Traffic Regulation Order was advertised on 25th July 2019 and any person could make objections and representations until 16th August 2019.
- 5.2 At the conclusion of the advertising stage there was a significant majority in support but also a number of objections to the proposal were received. The comments received are summarised in Appendix C, together with Officers comments.
- 5.3 Cllr Andrew Jenkinson, the local County Councillor for the Woodlands Division, expressed his support and commented that this has been an ongoing problem for more than 10 years and that the proposals looked as if they would have the desired effect in easing the plight of the residents in both the Hovingham Drive and Scalby Road areas.
- 5.4 A consultation letter was sent to the Yorkshire Coast Disability Forum, as a statutory consultee and no response was received.
- 5.5 East Yorkshire Motor Services (EYMS), Shoreline Suncruisers and North Yorkshire County Council's (NYCC) Integrated Passenger Transport were consulted as statutory consultees and were all supportive of the proposals.
- 5.6 Scarborough hospital responded with support for the proposals, noting the collaborative working that has taken place with staff from the local highways office to date, and commenting that the proposed restrictions would be a positive step, and would assist the local residents and bus passengers.
- 5.7 They went on to say that they issue regular bulletins to their staff, reminding them not to park in a way that inconveniences others if they are not parking on the hospital site.
- 5.8 Whilst Scarborough hospital introduced free parking for car sharers 12 months ago, the uptake of this can be improved upon, and the hospital intend to encourage greater use of this in the future. A new secure cycle parking area, for staff use only, has recently been installed at the main entrance.

## **6.0 Equalities**

- 6.1 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 an adverse impact on any of the protected characteristics identified in the Equalities Act 2010 and a copy of the Equalities Impact Assessment screening form is attached as Appendix D.

## **7.0 Finance**

- 7.1 The cost of advertising the Traffic Regulation Order, installing the appropriate lining and signage is estimated at approximately £5,000 which will be funded from the local highways Area 3 budget.

## 8.0 Legal

- 8.1 North Yorkshire County Council proposes to make an Order under Sections 1 of the Road Traffic Regulation Act 1984, specifically with reference to the provisions of sections 2(1) to (3), 4(2), 32(1), 35(1) and 45 to 49 and Part IV of Schedule 9 to the 1984 Act and under the Traffic Management Act 2004, the effect of which will be to introduce waiting restrictions on the various named roads in Scarborough.
- 8.2 Section 122(1) of the Road Traffic Regulation Act 1984 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.
- 8.3 The County Council considers that it is expedient to make this TRO on grounds of Section 1(1)(f) of the 1984 Act - *for preserving or improving the amenities of the area through which the road runs*; having taken into account its duty under Section 122(1) of the 1984 Act.
- 8.4 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.
- 8.5 A new process for the consideration of objections to traffic regulation orders was approved by the Executive on 29th April 2014 and County Council on 21st 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.

These proposals do not meet the criteria required to be classed to have an area wide impact.

## **9.0 Recommendations**

- 9.1 On the basis of the consultation responses, it is recommended that:
- a) The proposals are implemented as advertised.
  - b) The objectors are notified of the decision within 14 days of the Order being made.

Barrie Mason  
Assistant Director  
Business and Environmental Service

Author of Report: Matthew Baldwin, Project Engineer, Area 3 - Whitby

Background Documents: None

Appendix A i – Formal Consultation – May 2019 – Hovingham



Contact : Matthew Baldwin

To Residents/Businesses of  
Hovingham Drive  
Streets accessed from Hovingham Drive

30th April 2019

Dear Sir/Madam,

Consultation on the proposed action to alleviate parking issues in the Hovingham Drive area,  
Scarborough.

Further to my previous letters dated July and December 2018 regarding the above locations, as you may be aware, there have been long running issues around parking in the area and, on some occasions due to the way in which cars have been parked, the local bus service has had to run their service without including Hovingham Drive. We had also received complaints from residents who reported difficulties with their driveways due to parked vehicles.

The Council is required to consult those directly affected by any proposed introduction and revision to the Traffic Regulation Orders and the purpose of this letter is to provide you with details of the above scheme and allow you the opportunity to express your views.

We now enclose the formal consultation plan showing the proposed locations of new parking restrictions and 'H bars'. Our aim is not to stop parking taking place, but to encourage drivers to park in a manner that does not obstruct the free flow of traffic and particularly the bus service. Rather than mark bays out, we have chosen to propose parking restrictions (yellow lines) which can be enforced, as this is the most effective way to protect the route of the bus service. The 'H bars' are advisory keep clear markings and are included on the plan to show the full effect of the proposals.

If you have requested an advisory 'H bar', you may find we are proposing a single or double yellow line instead. If we have proposed this, it is because we feel this would better protect the route of the bus service.

Attached is also a simple questionnaire for you to signify your views on the proposals. **Please return questionnaires by 28<sup>th</sup> June 2019.**

Richard Marr CEng., MICE  
Highways and Transportation  
Area 3 – Whitby Office  
Discovery Way  
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[www.northyorks.gov.uk](http://www.northyorks.gov.uk)

It is also the duty of the Council to legally advertise this proposal which will be done in parallel with the consultation exercise. The legal process includes site notices and adverts in the local press detailing the specifics of the Traffic Regulation Order amendment.

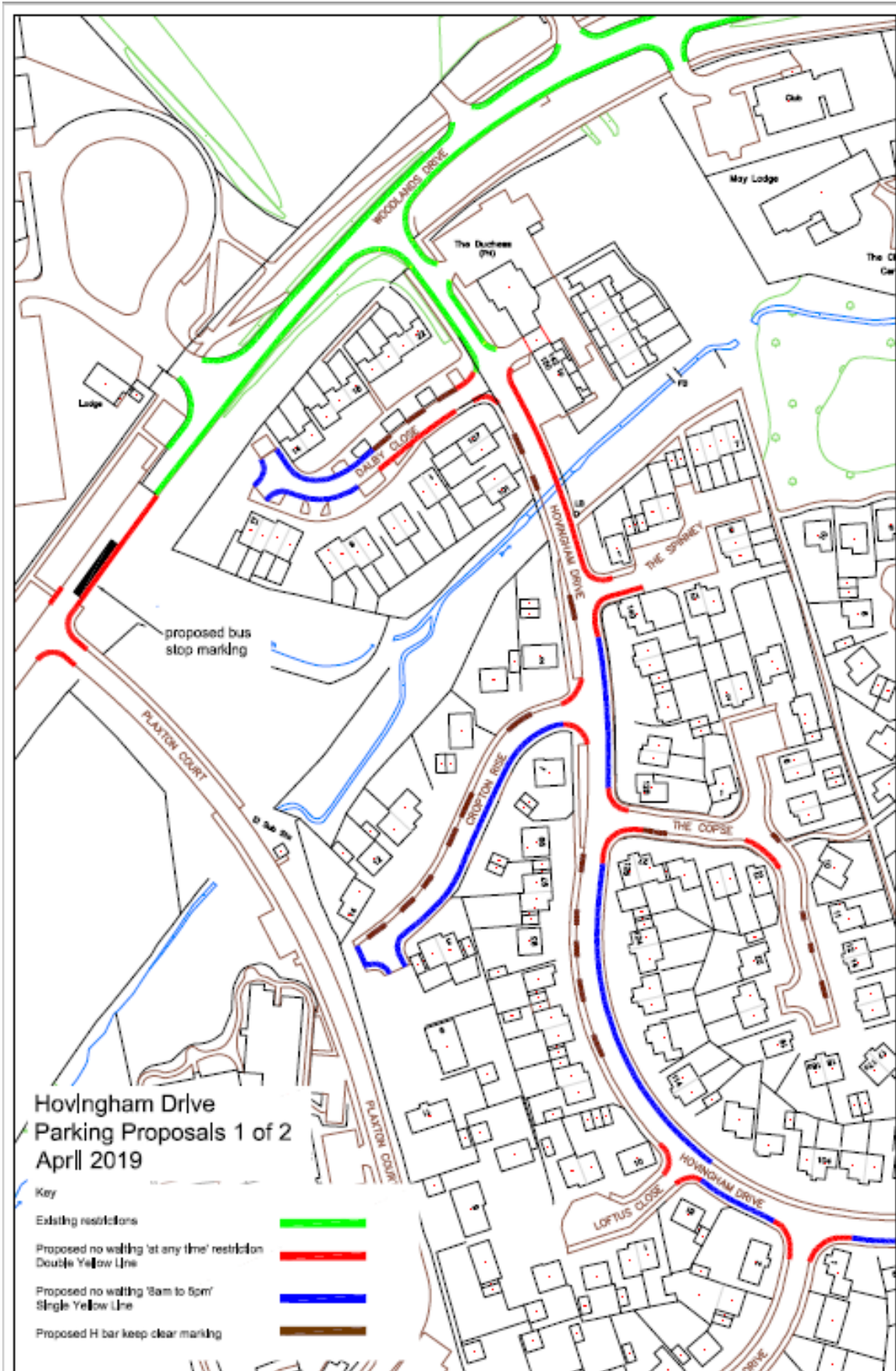
If objections are raised which are not resolved or withdrawn, it will be necessary to report them to a meeting of the County Council's Business and Environmental Services (BES) Executive Members overseeing the responsibilities of Corporate Director, BES, David Bowe, to decide whether the objections should 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

A black rectangular box redacting the signature of Helen Watson.

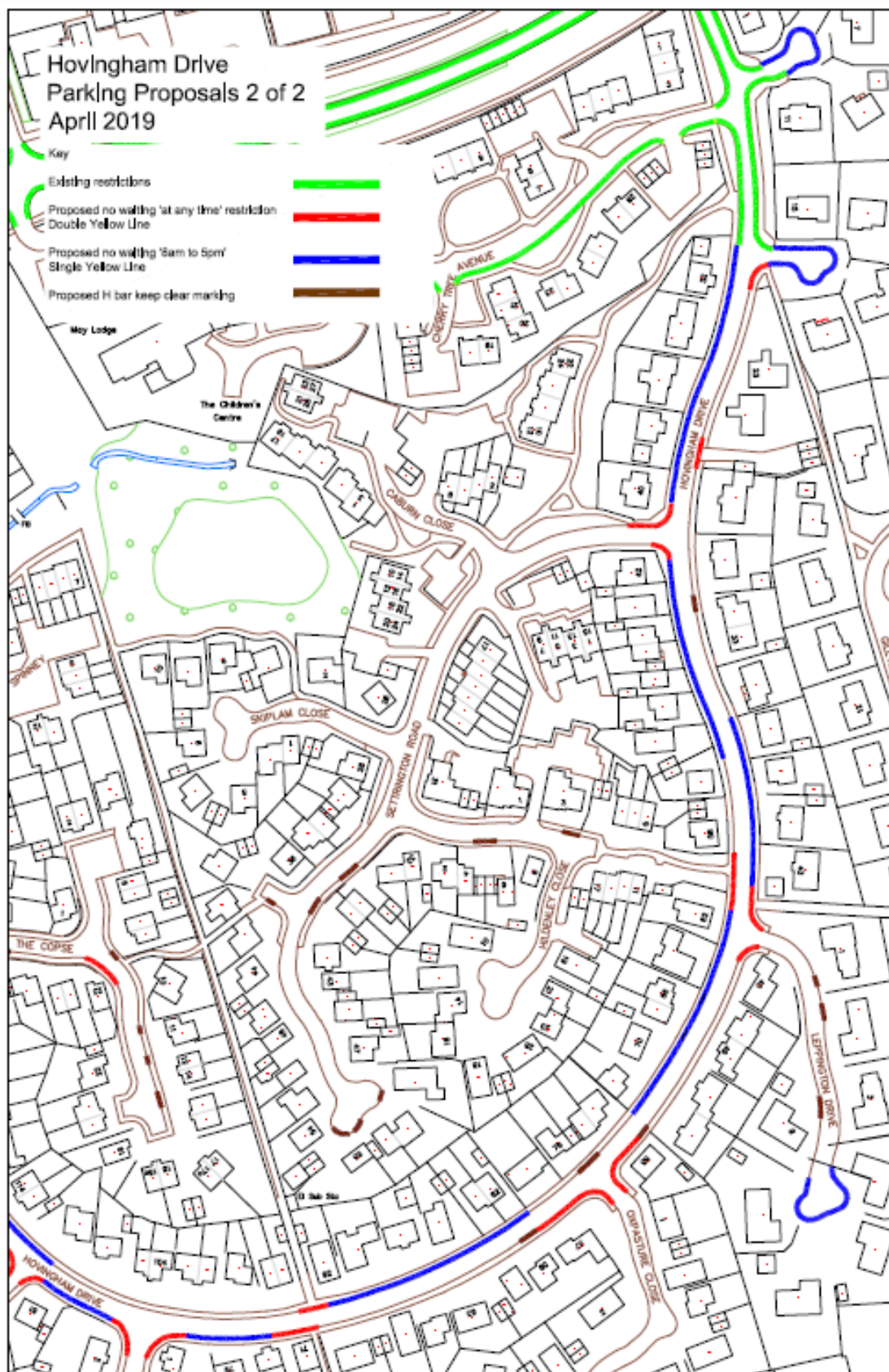
Helen Watson CEng., MICE



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NYCC – 27 September 2019 - Executive Members  
 Hovingham Drive and its side roads, Woodlands Drive, 'Old' Scalby Road, St Luke's Crescent, Woodland Grove, Stepney Drive, Stepney Grove and Gillylees, Scarborough – proposed Traffic Regulation Order/8





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NYCC – 27 September 2019 - Executive Members  
 Hovingham Drive and its side roads, Woodlands Drive, 'Old' Scalby Road, St Luke's Crescent, Woodland Grove,  
 Stepney Drive, Stepney Grove and Gillylees, Scarborough – proposed Traffic Regulation Order/9

Appendix A ii – Formal Consultation – May 2019 – Scalby Road



**Contact :** Matthew Baldwin

To Residents/Businesses of  
Old Scalby Road  
St Luke's Crescent  
Woodlands Grove  
Stepney Drive, Stepney Grove  
Gillylees

30th April 2019

Richard Marr CEng., MICE  
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[www.northyorks.gov.uk](http://www.northyorks.gov.uk)

Dear Sir/Madam,

Consultation on the proposed action to alleviate parking issues in 'old' Scalby Road and Stepney Drive areas of Scarborough.

Further to my previous letters dated July 2018 and January 2019 regarding the above locations, as you may be aware, there have been long running issues around parking in the area and, on some occasions due to the way in which cars have been parked, the local bus service has been affected. We had also received complaints from residents who reported difficulties with their driveways due to parked vehicles.

The Council is required to consult those directly affected by any proposed introduction and revision to the Traffic Regulation Orders and the purpose of this letter is to provide you with details of the above scheme and allow you the opportunity to express your views.

We now enclose the formal consultation plan showing the proposed locations of new parking restrictions and 'H bars'. Our aim is not to stop parking taking place, but to encourage drivers to park in a manner that does not obstruct the free flow of traffic and particularly the bus service. Rather than mark bays out, we have chosen to propose parking restrictions (yellow lines) which can be enforced, as this is the most effective way to protect the route of the bus service. The 'H bars' are advisory keep clear markings and are included on the plan to show the full effect of the proposals.

If you have requested an advisory 'H bar', you may find we are proposing a single or double yellow line instead. If we have proposed this, it is because we feel this would better protect the route of the bus service.

Attached is also a simple questionnaire for you to signify your views on the proposals. **Please return questionnaires by 28<sup>th</sup> June 2019.**

It is also the duty of the Council to legally advertise this proposal which will be done in parallel with the consultation exercise. The legal process includes site notices and adverts in the local press detailing the specifics of the Traffic Regulation Order amendment.

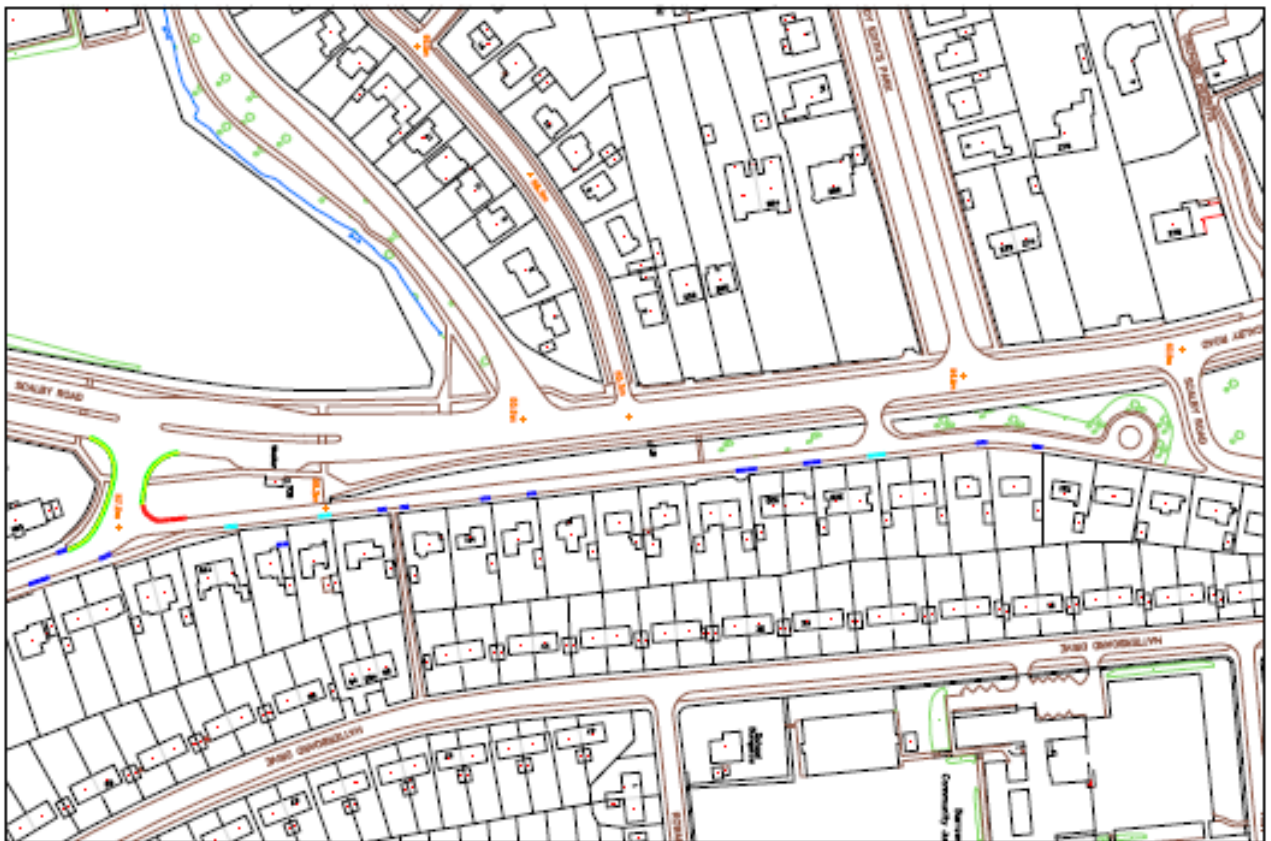
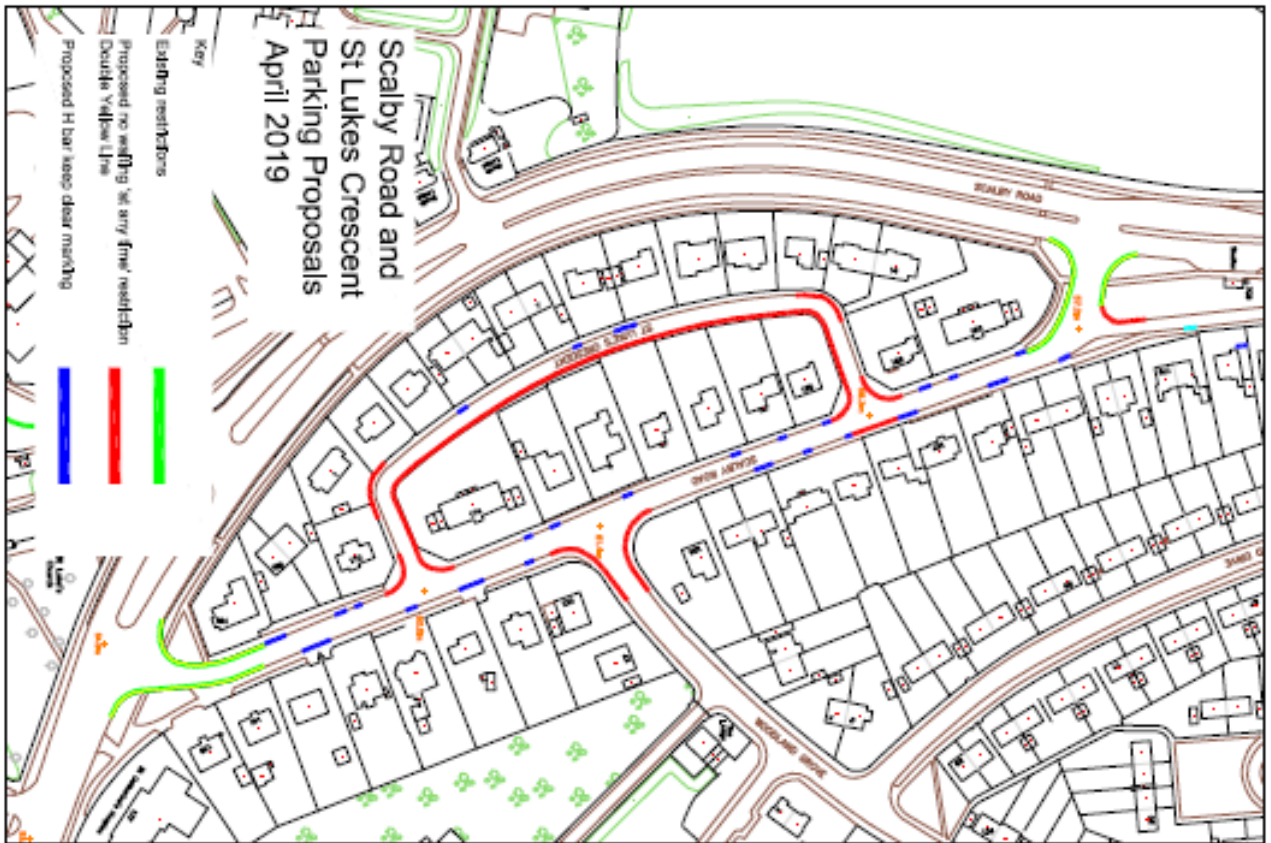
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Helen Watson CEng., MICE



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Appendix A iii – Formal Consultation – May 2019 – Stepney Drive



**Contact :** Matthew Baldwin

To Residents/Businesses of  
Stepney Drive,  
Stepney Grove  
Gillylees

30th April 2019

Dear Sir/Madam,

Consultation on the proposed action to alleviate parking issues in the Stepney Drive area of Scarborough.

Further to my previous letters dated July 2018 and January 2019 regarding the above locations, as you may be aware, there have been long running issues around parking in the area and, on some occasions due to the way in which cars have been parked, the local bus service has been affected. We had also received complaints from residents who reported difficulties with their driveways due to parked vehicles.

The Council is required to consult those directly affected by any proposed introduction and revision to the Traffic Regulation Orders and the purpose of this letter is to provide you with details of the above scheme and allow you the opportunity to express your views.

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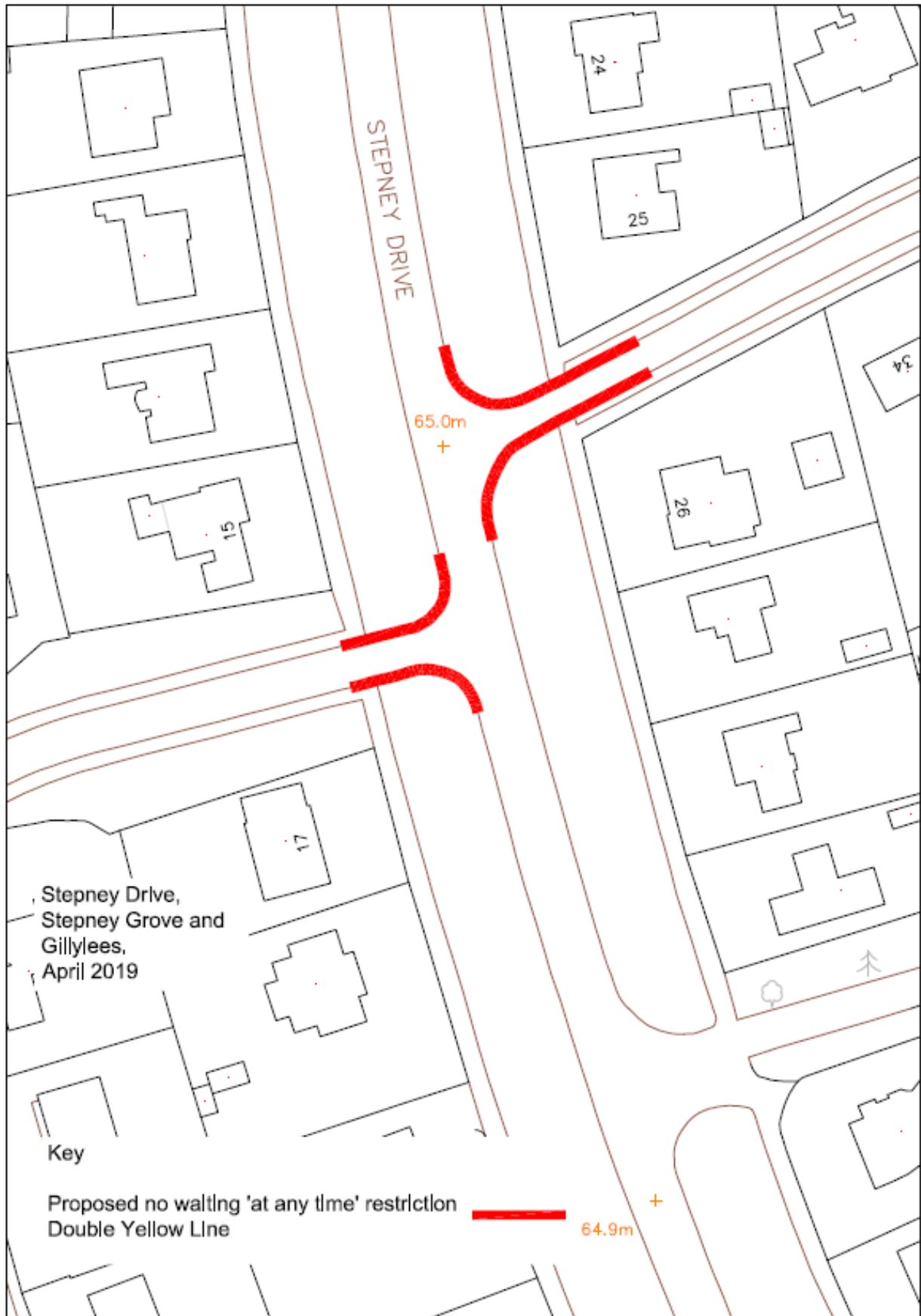
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## TRO Schedule.

Street	Side	From	To	Restriction	Hours	Zone
Settrington Road	north	its junction with Hovingham Drive	a point 12 metres west of its junction with Hovingham Drive	No waiting	At any time	
Settrington Road	south	its junction with Hovingham Drive	a point 5 metres west of its junction with Hovingham Drive	No waiting	At any time	
Leppington Drive	north	its junction with Hovingham Drive	a point 5 metres east of its junction with Hovingham Drive	No waiting	At any time	
Leppington Drive	south	its junction with Hovingham Drive	a point 5 metres east of its junction with Hovingham Drive	No waiting	At any time	
Oxpasture Close	Northeast	its junction with Hovingham Drive	a point 9 metres south east of its junction with Hovingham Drive	No waiting	At any time	
Oxpasture Close	South west	its junction with Hovingham Drive	a point 8 metres south east of its junction with Hovingham Drive	No waiting	At any time	
Coverdale Drive	west	its junction with Hovingham Drive	a point 8 metres south of its junction with Hovingham Drive	No waiting	At any time	
Coverdale Drive	east	its junction with Hovingham Drive	a point 9 metres south of its junction with Hovingham Drive	No waiting	At any time	

**Appendix B**

<b>Street</b>	<b>Side</b>	<b>From</b>	<b>To</b>	<b>Restriction</b>	<b>Hours</b>	<b>Zone</b>
Loftus Close	North west	its junction with Hovingham Drive	a point 6 metres south west of its junction with Hovingham Drive	No waiting	At any time	
Loftus Close	South east	its junction with Hovingham Drive	a point 6 metres south west of its junction with Hovingham Drive	No waiting	At any time	
The Copse	north	its junction with Hovingham Drive	a point 6 metres east of its junction with Hovingham Drive	No waiting	At any time	
The Copse	south	its junction with Hovingham Drive	a point 6 metres east of its junction with Hovingham Drive	No waiting	At any time	
The Copse	south	a point 41 metres east of its junction with Hovingham Drive	a point 54 metres east of its junction with Hovingham Drive	No waiting	At any time	
Cropton Rise	north	its junction with Hovingham Drive	a point 7 metres west of its junction with Hovingham Drive	No waiting	At any time	
Cropton Rise	south	its junction with Hovingham Drive	a point 7 metres west of its junction with Hovingham Drive	No waiting	At any time	
The Spinney	north	its junction with Hovingham Drive	a point 7 metres east of its junction with Hovingham Drive	No waiting	At any time	
The Spinney	south	its junction with Hovingham Drive	a point 16 metres east of its junction with	No waiting	At any time	



**Appendix B**

<b>Street</b>	<b>Side</b>	<b>From</b>	<b>To</b>	<b>Restriction</b>	<b>Hours</b>	<b>Zone</b>
			Hovingham Drive			
Dalby Close	North west	its junction with Hovingham Drive	a point 8 metres south west of its junction with Hovingham Drive	No waiting	At any time	
Dalby Close	South east	its junction with Hovingham Drive	a point 6 metres south west of its junction with Hovingham Drive	No waiting	At any time	
Dalby Close	South east	a point 12 metres south west of its junction with Hovingham Drive	a point 40 metres south west of its junction with Hovingham Drive	No waiting	At any time	
Hovingham Drive	outer	its junction with Dalby Close	to a point 5 metres south east of its junction with Dalby Close	No waiting	At any time	
Hovingham Drive	outer	a point 6 metres north of its junction with Cropton Rise	a point 6 metres south of its junction with Cropton Rise	No waiting	At any time	
Hovingham Drive	outer	a point 7 metres north west of its junction with Loftus Close	a point 5 metres south east of its junction with Loftus Close	No waiting	At any time	
Hovingham Drive	outer	a point 7 metres west of its junction with Coverdale Drive	a point 11 metres east of its junction with Coverdale Drive	No waiting	At any time	
Hovingham Drive	outer	a point 23 metres south west of its junction with Oxpasture Close	a point 15 metres north east of its junction with Oxpasture Close	No waiting	At any time	
Hovingham Drive	outer	a point 12 metres north of its junction with	a point 7 metres south of its junction with	No waiting	At any time	

**Appendix B**

<b>Street</b>	<b>Side</b>	<b>From</b>	<b>To</b>	<b>Restriction</b>	<b>Hours</b>	<b>Zone</b>
		Leppington Drive	Leppington Drive			
Hovingham Drive	outer	a point 28 metres north of its junction with Settrington Road	a point 18 metres south of its junction with Settrington Road	No waiting	At any time	
Hovingham Drive	outer	a point 95 metres south of its junction with Woodlands Drive	a point 108 metres south of its junction with Woodlands Drive	No waiting	At any time	
Hovingham Drive	Inner	a point opposite its junction with Dalby Close	a point 11 metres south of its junction with The Spinney.	No waiting	At any time	
Hovingham Drive	Inner	a point 6 metres north of its junction with The Copse	a point 11 metres south of its junction with The Copse.	No waiting	At any time	
Hovingham Drive	Inner	a point 44 metres east of its junction with Coverdale Drive	a point 54 metres east of its junction with Coverdale Drive	No waiting	At any time	
Hovingham Drive	Inner	a point 3 metres north of its junction with Leppington Drive	a point 21 metres north of its junction with Leppington Drive	No waiting	At any time	
Hovingham Drive	Inner	a point 5 metres south of its junction with Settrington Road	a point 7 metres north of its junction with Settrington Road	No waiting	At any time	
Woodlands Drive	North west	a point 10 metres north east of its junction with Plaxton Court	a point 4 metres north east of its junction with Plaxton Court	No waiting	At any time	
Woodlands Drive	South east	a point 103 metres south west of its	a point 6 metres south west of its	No waiting	At any time	

**Appendix B**

<b>Street</b>	<b>Side</b>	<b>From</b>	<b>To</b>	<b>Restriction</b>	<b>Hours</b>	<b>Zone</b>
		westerly junction with Hovingham Drive	junction with Plaxton Court			
Plaxton Court	both	its junction with Woodlands Drive	a point 10 metres south east of its junction with Woodlands Drive.	No waiting	At any time	
Cropton Rise	south	a point 7 metres west of its junction with Hovingham Drive	its cul de sac end	No waiting	Mon to Fri 8am to 5pm	
Dalby Close	North west	a point 39 metres south west of its junction with Hovingham Drive	its cul de sac end	No waiting	Mon to Fri 8am to 5pm	
Dalby Close	South east	a point 48 metres south of its junction with Hovingham Drive	its cul de sac end	No waiting	Mon to Fri 8am to 5pm	
Hovingham Drive	outer	a point 5 metres south east of its junction with Loftus Close	a point 7 metres west of its junction with Coverdale Drive	No waiting	Mon to Fri 8am to 5pm	
Hovingham Drive	outer	a point 65 metres north of its junction with Leppington Drive	a point 12 metres south of its junction with Leppington Drive.	No waiting	Mon to Fri 8am to 5pm	
Hovingham Drive	outer	around the perimeter of the cul de sac access to numbers 15, 17, 19 and 21 Hovingham Drive.		No waiting	Mon to Fri 8am to 5pm	
Hovingham Drive	outer	around the perimeter of the cul de sac		No waiting	Mon to Fri	

**Appendix B**

<b>Street</b>	<b>Side</b>	<b>From</b>	<b>To</b>	<b>Restriction</b>	<b>Hours</b>	<b>Zone</b>
		access to numbers 1, 3, 5, 7 and 9 Hovingham Drive			8am to 5pm	
Hovingham Drive	inner	a point 11 metres south of its junction with The Spinney	a point 6 metres north of its junction with The Copse.	No waiting	Mon to Fri 8am to 5pm	
Hovingham Drive	inner	a point 11 metres south of its junction with The Copse	a point 5 metres south east of its junction with Loftus Close.	No waiting	Mon to Fri 8am to 5pm	
Hovingham Drive	inner	a point 54 metres east of its junction with Coverdale Drive	a point 23 metres south west of its junction with Oxpasture Close.			
Hovingham Drive	inner	point 19 metres north east of its junction with Oxpasture Close	a point 3 metres north of its junction with Leppington Drive.	No waiting	Mon to Fri 8am to 5pm	
Hovingham Drive	inner	a point 69 metres south of its junction with Settrington Road	a point 5 metres south of its junction with Settrington Road	No waiting	Mon to Fri 8am to 5pm	
Hovingham Drive	inner	a point 7 metres north of its junction with Settrington Road	a point 95 metres south of its eastern junction with Woodlands Drive.	No waiting	Mon to Fri 8am to 5pm	
Leppington Drive	Cul de sac end	from the boundary of numbers 7 and 8 Leppington Drive	a point 7 metres south of the boundary between numbers 3 and 4 Leppington Drive	No waiting	Mon to Fri 8am to 5pm	

Appendix B

Street	Side	From	To	Restriction	Hours	Zone
Woodlands Drive	North west	a point 30 metres northeast of its junction with Plaxton Court	a point 11 metres northeast of its junction with Plaxton Court.	Bus stop		
'Old' Scalby Road	west	a point 9 metres south of its junction with its southern junction with St Luke's Crescent	a point 9 metres north of its junction with its southern junction with St Luke's Crescent.	No waiting	At any time	
'Old' Scalby Road	west	a point 8 metres south of its junction with its northern junction with St Luke's Crescent	a point 10 metres north of its junction with its northern junction with St Luke's Crescent.	No waiting	At any time	
'Old' Scalby Road	west	a point 18 metres east of its northern junction with Scalby Road	a point 17 metres from its initial start point in a northerly direction.	No waiting	At any time	
'Old' Scalby Road	east	a point 7 metres north opposite its northern junction with St Luke's Crescent	a point 16 metres from its initial start point in a southerly direction	No waiting	At any time	
'Old' Scalby Road	east	a point 18 metres north of its junction with Woodlands Grove	a point 10 metres S of its junction with its junction with Woodlands Grove	No waiting	At any time	
St Luke's Crescent	inner	its northern junction with Old Scalby Road	its southern junction with Old Scalby Road	No waiting	At any time	
St Luke's Crescent	outer	its southern junction with Old Scalby Road	a point 11 metres west of its junction with Old Scalby Road.	No waiting	At any time	

Appendix B

Street	Side	From	To	Restriction	Hours	Zone
St Luke's Crescent	outer	a point 24 metres west of its southern junction with Old Scalby Road	a point 45 metres west of its southern junction with Old Scalby Road	No waiting	At any time	
St Luke's Crescent	outer	its northern junction with Old Scalby Road	a point 11 metres west of its junction with Old Scalby Road.	No waiting	At any time	
St Luke's Crescent	outer	a point 30 metres west of its northern junction with Old Scalby Road	a point 50 metres west of its northern junction with Old Scalby Road	No waiting	At any time	
Woodlands Grove	both	its junction with Old Scalby Road	a point 22 metres north east of its junction with Old Scalby Road.	No waiting	At any time	
Gillylees	both	its junction with Stepney Drive	a point 16 metres west of its junction with Stepney Drive	No waiting	At any time	
Stepney Grove	both	its junction with Stepney Drive	a point 24 metres east of its junction with Stepney Drive.	No waiting	At any time	
Stepney Drive	West	a point 8 metres south of its junction with Gillylees	a point 9 metres north of its junction with Gillylees	No waiting	At any time	
Stepney Drive	east	a point 10 metres south of its junction with Stepney Grove	a point 12 metres north of its junction with Stepney Grove.	No waiting	At any time	

## Summary of consultation comments received and officer comments

1. A breakdown of the responses received from residents is shown in the tables below.

Area	Number Delivered	Number responded	% response rate
Hovingham Drive	405	74	38.5
'Old' Scalby Road	78	34	43.5
Stepney Drive	44	17	38.5
Total	527	125	23.7

	responses	% of responses	% of letters delivered
In agreement	95	76.0	18.0
disagree	25	20.0	4.7
None committal	5	4.0	1.0
responses	125		

From the 125 responses received the comments submitted have been rationalised into 9 themes with 183 comments or points raised.

	Common themes	Number	% of responses raising this subject
1	Response with no additional comment	26	14.2
2	Parking by staff and visitors to the Hospital and schools	29	15.8
3	Restrictions - wrong place, time or more needed	43	23.5
4	H bar comments - length, position or new request	19	10.4
5	Residents parking and permits wanted	9	4.9
6	Restrictions will move parking to new locations	9	4.9
7	Restrictions will need enforcing	8	4.4
8	Comments regarding bus services	13	7.1
9	General comments	27	14.8

Officer comment for each of the common themes is provided below.

1. 26 of the responses were received with no additional comment.
2. 29 of the responses received mentioned the parking habits of staff and visitors to Scarborough Hospital or the nearby schools. Most concerns were regarding their parking on the local highway network instead of using the on-site facilities, especially the daily fee staff at the hospital are charged to park. Several comments made by residents expressed no issue with hospital staff parking, as they had recently received treatment at hospital.

**Officer Comment.**

- Please see the comments made by the hospital at paragraph 5.1. Whilst the proposals are not designed to eradicate staff or visitor parking from any of the nearby sites, they should have the effect of ensuring the local bus service can be provided without interruption, and that visibility sight lines at side roads are better protected.

3. 43 of the responses received commented that the yellow lining is proposed in the wrong place to deter drivers, with timing of the single yellow should be altered to better match the shift patterns of the hospital, conversely one suggestion was given for a restriction over a short period of time either side of midday. Others suggested that this should only be the first phase of proposals as alterations and additions will be needed to counter relocated parking. One comment made was that the restrictions are only needed on the sections of Hovingham Drive from its junctions with Woodlands Drive, its eastern arm to Settrington Road and its western arm to The Copse junctions, leaving the middle, southern, section alone. Also some residents expressed the view that restrictions are not needed on the side roads as there is not a problem.

**Officer Comment.**

- Revising the timings – any change would need to be re-advertised.
- Revising the times (Mon to Fri 8am to 5pm) to suit the hospital shift patterns would have an adverse effect on the residents as the times would need to be extended to suit, this would lead to residents having to move vehicles so as not to infringe the restrictions, and so is not appropriate.
- Shortening the length of the time of the restrictions to either side of midday would allow for morning and afternoon parking and not commuter all day parking.
- The proposed layout of the restrictions is based on officer observations and resident comments, and chosen to allow for the free flow of traffic and to improve vehicle visibility at junctions along Hovingham Drive, Scalby Rd and Stepney Drive.
- Whilst further amendments could be made to the proposals, it is accepted that the proposals may not suit all residents, but they are considered the best solution at the present time.

4. 19 of the responses referred to the positioning and length of H bars, especially on Old Scalby Road due to the narrowness of the carriageway. Some residents have asked if they can still have a H bar as they had not responded during the previous two consultations.

**Officer Comment.**

- All requests for advisory H bars have been recorded and the marking will be laid with no charge incurred to the residents as per the initial consultation. The lengths of H bars will be marked out on an individual basis especially those on 'old' Scalby Road that may be extended by at least one kerb length to give a greater entrance / exit width due to the narrowness of the carriageway.
- Normally there is a £221 charge for a H bar marking, but the local highways office is willing to waive this fee in this instance, due to the protracted difficulties suffered by some residents, as the markings will be laid when our lining contractor will be in the area marking out the yellow line restrictions.



5. 9 of the responses expressed a wish for the introduction of residents parking permits which would have the effect of limiting the length of time non-residents, commuters or visitors can park in the area.

**Officer Comment.**

- The local highways office is unable to offer the creation of any new residents parking schemes unless they are being funded by a third party. The County Council is however, reviewing this overall stance and the outcome of the review will be the subject of a future report to BES Executive Members.

6. 9 of the responses commented that the new restrictions may only move the parking to areas where there are restrictions proposed.

**Officer Comment.**

- Officers estimate that there should be only a small number of displaced vehicles, mainly caused by clearing the junctions, these vehicles will inevitably want to park as close as to where they normally park.

7. 8 of the responses comment that the effectiveness of the parking restrictions will only be as effective as the enforcement, and referred to ongoing issues with vehicles parking on the double yellow lines on Hovingham Drive near the shops and at the junction with Woodlands Drive.

**Officer Comment.**

- Comments regarding the importance of regular enforcement are noted.

8. 13 of the responses received contained comments concerning buses not being able to travel along due to parked vehicles which creates uncertainty with residents wanting to use the service and passengers. **Officer Comment.**

The bus companies, EYMS and Shoreline Suncruisers have both been consulted about the proposals and are both in agreement that they should help with alleviating obstruction. NYCC's Integrated Passenger Transport also support the proposals.

9. General comments – those topics raised by more than one resident are shown below.

- Comments received relating to the bad parking of vehicles, the obstruction of roads and driveways, the limited parking available, the number of vehicles per household and the verbal abuse of residents (9).
  - The measures proposed will highlight where vehicles should and should not be parked. Anti-social behaviour whether obstruction or abuse should be reported to the Police.
- The work undertaken to carry these consultations and the implication of the proposed restriction, lining and associated signs will be costly, will be a maintenance liability for Highways, unnecessary and the funds are not available for formal consultation (6).
  - The costs for the lining signing and TRO consultation is being covered by the local highways office's budget.
- These proposals are long overdue and can the work be done as soon as possible (4).
  - If approved, the lines would be implemented with 3 months of the decision being made.
- Comments from Gillylees residents expressing a view that parking by hospital staff on Gillylees is dangerous (3).
  - The concerns raised by the residents have been previously answered by the local highways office, prior to the consultation taking place.



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 Road Traffic Regulation Order		
Officer(s) carrying out screening	<b>Matthew Baldwin</b>		
What are you proposing to do?	Introduction of Waiting restrictions on Settrington Road, Leppington Drive, Oxpasture Close, Coverdale Drive, Loftus Close, The Copse, Cropton Rise, The Spinney, Dalby Close, Hovingham Drive, Old Scalby Rd, St Luke's Crescent, Woodlands Grove, Woodlands Drive, Plaxton Court, Gillylees, Stepney Grove and Stepney Drive, Scarborough		
Why are you proposing this? What are the desired outcomes?	To better manage and control parking practices to improve the likelihood of an obstruction free route for the bus service thus protecting the bus service from alteration or cancellation and that visibility sight lines at side roads are better protected.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p><b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b></p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p>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 <a href="#">Equality rep</a> for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	

Pregnancy or maternity		X		
Marriage or civil partnership		X		
<b>NYCC additional characteristics</b>				
People in rural areas		X		
People on a low income		X		
Carer (unpaid family or friend)		X		
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	The proposals should have the effect of insuring the local bus service is not obstructed by inconsiderate parking.			
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	No			
<b>Decision (Please tick one option)</b>	<b>EIA not relevant or proportionate:</b>	Yes	<b>Continue to full EIA?;</b>	No
<b>Reason for decision</b>	<p>The proposals are designed to make access to the bus service more dependable.</p> <p>In addition there were no responses to the consultation from residents mentioning that the restrictions would create issues for disabled residents accessing their properties, access for any carers or would create additional difficulties accessing the hospital. There were no requests for general or residential disabled parking bays.</p> <p>A consultation was sent to the Yorkshire Coast Disability Forum, as a statutory consultee and no response was received.</p>			
<b>Signed (Assistant Director or Equivalent)</b>	<i>Barrie Mason</i>			
<b>Date</b>	19/09/19			