

North Yorkshire County Council
Business and Environmental Services

Executive Members

25 October 2019

Proposed 'No Waiting at Any Time' restrictions, High Street, Sutton-in-Craven

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 The purpose of the report is to advise the Corporate Director - Business and Environmental Services (BES) and the BES Executive Members of the outcome following public consultation and statutory advertisement in regard to this proposal and for a decision to be made on whether or not waiting restrictions should be introduced in High Street, Sutton-in-Craven in view of objections received.
- 1.2 The Corporate Director, BES and the BES Executive Members decision is sought regarding the recommended option.

2.0 Background

- 2.1 High Street, Sutton-in-Craven is a residential road which serves a number of properties. It also serves a number of other streets and routes to Keighley, Haworth and the Bradford area. It is narrow in places with limited areas of footway.
- 2.2 Your officers received a request from residents in the area, Sutton in Craven Parish Council and the local member to introduce waiting restrictions on the bend from the existing waiting restrictions at the boundary of numbers 43 and 45 High Street, Sutton-in-Craven. The concerns were that inconsiderate parking was occurring on the bend which caused problems with visibility and hindering the passage of vehicles.
- 2.3 Following a site meeting with the local member and a Parish Council representative, the proposed extent of the waiting restrictions were agreed and are as shown in appendix A. Waiting restrictions are presently in place as shown also on appendix A.

3.0 Consultation

- 3.1 The proposals as shown in Appendix A have been subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Order (TRO) was advertised for public comment as (PROHIBITION OF WAITING AND LOADING AND PROVISION OF PARKING)(DISTRICT OF CRAVEN)(AMENDMENT NO 17) ORDER 2018 in the local press, published on North Yorkshire County Council's website and by means of a notice erected on street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Appendix B includes a copy of the letter, Statement of Reasons and schedule.
- 3.2 County Councillor Philip Barrett the ward member representing Sutton-in-Craven was contacted during the consultation and is supportive of the proposals.

- 3.3 At the conclusion of the advertising stage, objections and comments were received which are summarised in Appendix C, together with your officer comments.

4.0 Officer Comment

- 4.1 The site was investigated and it was considered that the most appropriate option was to introduce a length of waiting restriction by means of a Traffic Regulation Order. Your officers consider that the proposed waiting restrictions will assist in addressing the road safety problems which have been observed on site and thereby enable the County Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so 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, as set out in the Statement of Reasons for proposing to make the Order attached to this report in Appendix B. The proposed measures will also enable the County Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network and the more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on its road network. On street parking is still permitted on other lengths of High Street, thus providing associated traffic calming benefits that will contribute to keeping vehicle speeds commensurate with the 30mph speed limit along this road.
- 4.2 Your officers therefore consider it expedient that the proposed waiting restrictions be implemented as advertised.

5.0 Equalities Implications

- 5.1 Consideration has been given to the potential for any adverse 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. A copy of the Equalities Impact Assessment Screening Form is attached in Appendix D.

6.0 Financial Implications

- 6.1 The cost of advertising the Traffic Regulation Order and installing the lines is estimated at approximately £600 which will be funded from the local Signs Lines and TRO budget held by the Skipton Highways Area Office.

7.0 Legal Implications

- 7.1 The 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.

- 7.2 The proposed TRO has not been classed as a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.
- 7.3 In the event that the BES Executive Members and BES Corporate Director resolves to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the County Council will be required to make the relevant Traffic Regulation Orders (with or without modifications) and publish a notice of making the Orders in the local press before the Order comes into operation. The County Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 7.4 In accordance with the protocol for BES Executive Member reports, the Local Member will be provided with a copy of this report and be invited to the meeting on the 25 October 2019.
- 7.5 Where an Order has been made (i.e. 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 six weeks from the date on which the Order is made.
- 7.6 In recommending the implementation of the proposed TRO, officers considers that it will enable the County Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004, as detailed in Paragraph 4.1 above.

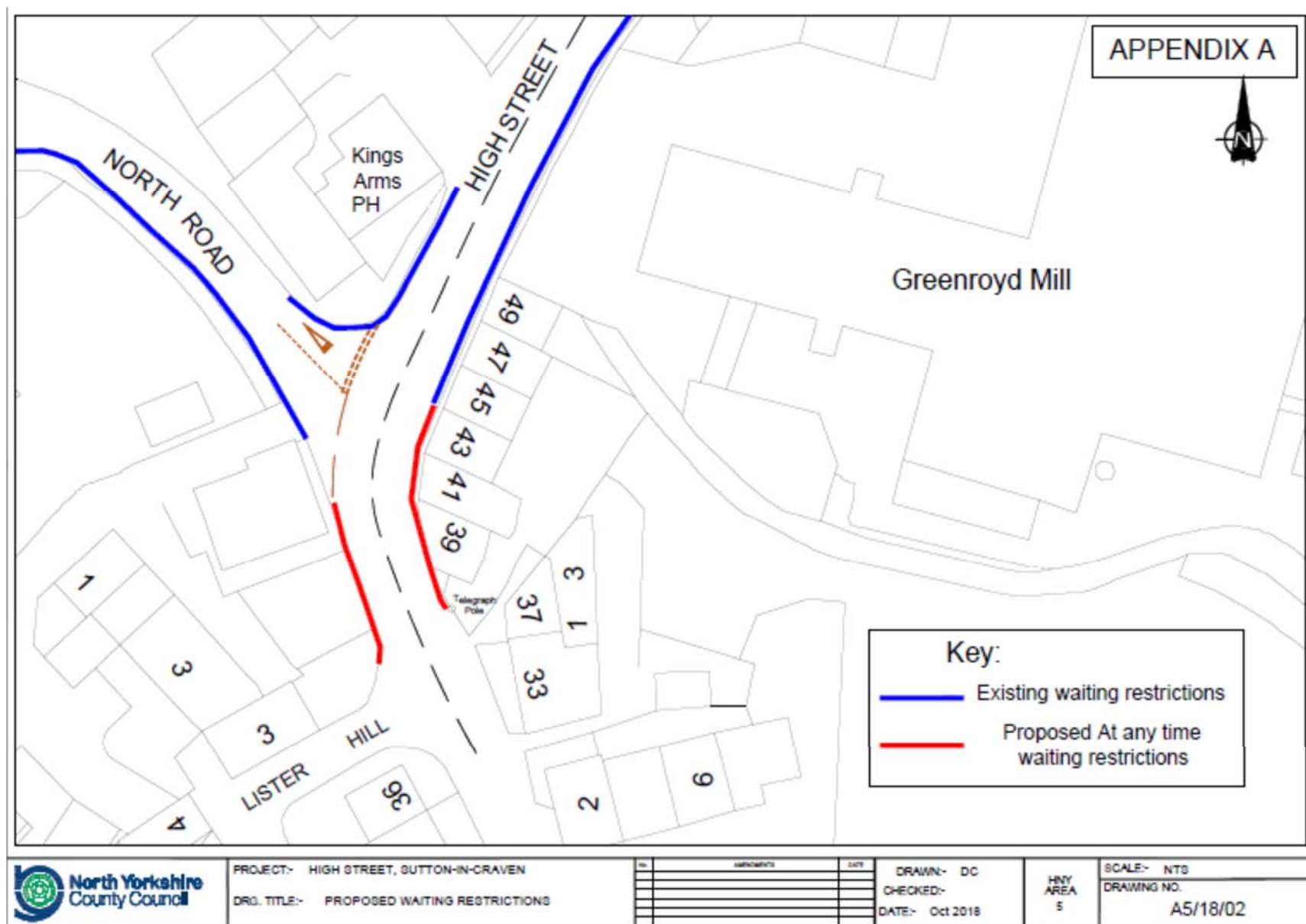
8.0 Recommendations

- 8.1 It is recommended that the Corporate Director, BES, in consultation with the BES Executive Members approves:
- i) The proposal to implement waiting restrictions on High Street, Sutton-in-Craven as outlined in appendix B.
 - ii) That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order to give effect to the proposed waiting restrictions identified in Appendix B and that the objectors are notified within 14 days of the Order being made.

BARRIE MASON
Assistant Director - Highways & Transportation

Author of Report: David Cairns

Background Documents: Letters/Emails objecting to the proposals, as outlined within this report, are held in scheme files at the Skipton Area 5 Highways Office.



Our Ref: 62240814-503-SIC

North Yorkshire County Council
Customer Resolution Centre
East Block
County Hall
Northallerton
DL7 8AD

Tel: 01609 780780

Email: Area5.Skipton@northyorks.gov.uk

Dear Sir/Madam,

Proposed 'No Waiting at Any Time' restriction – High St. Sutton-in-Craven

In accordance with the usual procedure, North Yorkshire County Council as the Highway Authority are formally consulting interested parties on the above proposal.

Enclosed is a copy of drawing A5/18/02 showing the location of the proposed 'No Waiting at Any Time' restrictions.

We would be very grateful if you would let us have your views on the proposal within the next 28 days. We would like to know whether you support the proposal or object to it, or any observations you may have. However, we will assume you have no objections if we hear nothing to the contrary.

When submitting a response to this consultation we will record personal information including your name and address.

Yours faithfully

Customer Resolution Centre

Enclosed;
Drawing A5/18/02 - Proposed Waiting Restrictions Consultation Drawing

PROPOSED NO WAITING AT ANY TIME RESTRICTIONS **HIGH ST, SUTTON-IN-CRAVEN**

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

LEGAL POWERS

Under Section 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).

REASONS FOR MAKING THE ORDER

The County Council considers that it is expedient to make this Order on grounds (a) and (c) above for the following reasons:-

Inconsiderate parking is occurring on the bend of High St. at its junction with North Rd. The parking causes problems with visibility and access.

By prohibiting the parking of vehicles at these junctions, it is anticipated that the safety hazards will be reduced.

Consequently, in order to facilitate the safer passage of traffic at this bend on this road, it is proposed to prohibit waiting at all times for the lengths outlined in the schedule and shown on plan no. A5/18/02

Location(s) of Proposed Order

Sutton-in-Craven, Skipton [Plan A5/18/02].

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 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

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.

SCHEDULE 1**HIGH ST. SUTTON-IN-CRAVEN****WAITING PROHIBITED AT ALL TIMES WITH EXEMPTIONS**

	<u>Road</u>	<u>Sides</u>	<u>Length</u>
1	High St. Sutton-in-Craven	West	From its junction with the western kerb line of North Road, South for a distance of 16 metres.
2	High St. Sutton-in-Craven	East	From a point opposite the boundary of numbers 43 and 45 High Street, southwards for a distance of 21 metres

Summary of comments	Officer comments
<p>I wish to comment on the proposed changes to the road markings at High Street, Sutton-in-Craven. I understand that it is proposed that the no waiting restrictions are to be extended round the bend of that road around no.43 and no.45. I understand that this is probably intended to mitigate against the potential dangers around the blind bend. Strangely however, when anyone parks there it does have a calming effect on the traffic because far too many vehicles (cars, lorries and tractors with trailers) travel around that bend at high speed. When there is a car parked on the corner it has the effect of slowing them right down and thereby reducing the hazard. I am concerned that by clearing the road of parked cars this will actively encourage regular traffic to travel far too fast. I therefore propose that there should possibly be a traffic calming island of some sort extended back past the Kings Arm pub and up past the gates of the left hand side going up High Street. Ideally this should allow single file traffic round the bend. You might also consider a traffic light system which might relieve the daily nightmarish problems of vehicles travelling up and down the length of The Ellers particularly at rush hour and the poor pedestrian access at that point. Perhaps now is the time to grasp the nettle of this notorious rat run. I think there should also be strict speed limit restrictions applied round the bend and up the hill.</p> <p>Continued., please could you give me good reason to not assume that speeds will increase around that blind bend as a result of the proposed changes. Furthermore, if you can't do that please could you assure me that measures will be taken to address that problem. This is especially important given the lack of adequate pedestrian access at the bend. As you hopefully can see, your proposals are ill-conceived and likely to increase the risk of serious injury on High Street</p> <p>Continued., last night a car travelled round the bend in question at a speed that I would estimate to be in excess of 45mph. I would consider this to be at least twice the safe speed for that bend. Tractors commonly travel at excessive speeds there too- especially given their size.</p> <p>By clearing that bend of parked cars you will undoubtedly be contributing to an already significant problem and actually making the bend LESS safe. Please do not proceed with your proposed actions. We need a proper evaluation of the issue.</p>	<p>The Parish Council have received concerns from residents for some time about parking on this corner causing problems with visibility and have therefore requested that we investigate the possibility of waiting restrictions.</p> <p>Traffic speeds are already low due to the sharp approaching bend. Vehicle speeds have been monitored whilst vehicles are parked up and when it has been clear and there has been no change.</p> <p>Removing parked vehicles from this short length will enable motorists to see opposing traffic better and should be therefore safer with vehicles being able to stay on the correct side of the road.</p> <p>Traffic islands and traffic lights are not appropriate for this area.</p>

<p>Regarding the above proposal. Whilst I welcome this action my concerns relate to the speeding vehicles that approach the High Street. The drivers tend to accelerate from house 43 on your plan. Having no obstruction and no footpaths from there can become quiet dangerous when you're a pedestrian on the High Street.</p> <p>I'm enquiring if any traffic calming measures can be put in place as vehicles approach this corner?</p>	<p>Traffic speeds are already low going on the approaches and going around the bend. Traffic calming measures are not appropriate for this area.</p>
--	--

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		Proposed waiting restrictions	
Officer(s) carrying out screening		David Cairns Project Engineer	
What are you proposing to do?		To introduce no waiting at any time restrictions on a section of High Street, Sutton-in-Craven	
Why are you proposing this? What are the desired outcomes?		To prevent obstruction and to improve visibility for drivers travelling around the sharp bend at High Street, thus addressing the road safety problem which have been observed on site and to comply with the County Council's duty under Section 122(1) of the Road Traffic Act 1984.	
Does the proposal involve a significant commitment or removal of resources? Please give details.		No	
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? <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 Equality rep 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			
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.	No		
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.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	x	Continue to full EIA:
Reason for decision	<p>A consultation letter drop was carried out to all properties in the vicinity with no respondents commenting on possible impact with regards to protected characteristics.</p> <p>The proposed Traffic Regulation Order will require the installation of new road markings (double yellow lines), but will not otherwise have an effect on those with protected characteristics. Blue badge holders will be able to park for up to 3 hours in accordance with the Local Authorities Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000. Parking is still available on other parts of High Street.</p>		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	15/10/19		