

North Yorkshire County Council

Business and Environmental Services

Executive Members

25 September 2020

Area 3 Proposed Waiting Restriction Changes

**Uppang Lane, Whitby – Proposed Prohibition of Waiting at Any Time
Rosedale Lane, Port Mulgrave – Amendment to the Waiting Restrictions
Belle Vue Terrace – Replace Bus Stop with limited waiting parking bays**

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 three public consultations proposing changes to Waiting restrictions and for decisions to be made as to whether or not the proposals should be introduced at the three locations in view of the objections received.

2.0 Background

2.1 Uppang Lane, Whitby

2.1.1 Uppang Lane is part of the A174 route that runs along the coast between Whitby and Saltburn. Large Vehicles use this route such as Refuse wagons, Double decker buses, delivery wagons going to Whitby Town centre and Fire appliance trucks going to the Fire Station on Back St. Hilda's Terrace.

2.1.2 At the eastern end of Uppang Lane is a five legged roundabout junction. The existing double yellow lines on Back St. Hilda's Terrace end at the junction. There is a central traffic island in the middle of Uppang Lane with a keep left illuminated bollard. There are pedestrian guard rails for approximately 17 metres on the northern side of Uppang Lane from the junction with Back St. Hilda's Terrace. The roundabout has a cobbled section approximately 1 metre wide on the outside and the rest is grassed with shrubs and flowers maintained by Scarborough BC.

2.1.3 It is a regular occurrence that cars will park adjacent to the guard rails making it difficult for drivers of large vehicles to manoeuvre between the central island and the parked cars on the approach to the roundabout. This also makes approaching the roundabout at the desired angle to navigate it successfully somewhat difficult. In turn this regularly results in the cobbles on the roundabout being damaged due to vehicles riding over them.

2.1.4 Requests/comments have been received in the past from SBC Refuse services and Arriva buses regarding the difficulty caused by the cars parking so close to the roundabout.

2.2 Rosedale Lane, Port Mulgrave

2.2.1 Rosedale Lane is a cul-de-sac, over ½ mile long serving approximately 65 dwellings. The Cleveland way footpath goes along the road from the end of the cul-de-sac for 300metres.

2.2.2 At approximately 150 metres from the end of the road the road widens out and this area is used as either parking or as a turning area. The road and parking bay markings are misleading for drivers to know where they can legally park. The area is only large enough for around 4 or 5 cars to be parked and to leave enough room for other vehicles to turn around. During summer days and good weather weekends the turning area is frequently obstructed by parked cars.

2.2.3 Requests have been received from Scarborough BC Parking Services to change the restrictions and road markings so that they match each other and they can then enforce any parking on the turning area which will help keep it clear.

2.3 Belle Vue Terrace, Whitby

2.3.1 A number of requests have been received since the Whitby Controlled Parking Zone (CPZ) was introduced in 2014, if this disused bus stop could be removed to allow additional on street parking capacity. When the Area Highways office made enquiries with Integrated Passenger Transport (IPT), it was understood that a Sunday service did still use this bus stop. This service has now ceased and no operator has chosen to replace the service, IPT do not have funds to reinstate the service and this is unlikely to change in the near future, therefore, there would appear to be no reason to keep the area clear.

2.3.2 The bus stop is within the area of the Whitby CPZ and cannot be simply removed as this would result in a “hole” within the restrictions. As part of a CPZ, every part of the highway needs to be marked and / or signed to show drivers where and when the restrictions apply.

3.0 **Proposals**

3.1 Upgang Lane

3.1.1 It is proposed to extend the ‘No Waiting at Any Time’ (double yellow lines) restriction from the corner of the roundabout junction to a point in line with the end of the pedestrian guard rails. If this 17 metre length is kept clear of parked cars, it is expected that the large vehicles approaching the roundabout will not have any difficulty in making their approach onto the roundabout.

3.1.2 The proposals aim to only restrict parking in areas where it is not appropriate for vehicles to do so without causing obstructions to large vehicles approaching the roundabout. It is acknowledged that on street parking in this area is in high demand and it is desirable to allow parking in those areas where it is safe and practicable to do so.

3.2 Rosedale Lane, Port Mulgrave

3.2.1 Scarborough BC refuse services has been consulted on the proposals to check that the area which would be left available for turning was adequate for the refuse wagon that needs to utilise this.

3.3 Belle Vue Terrace, Whitby

3.3.1 Two disused bus stops were consulted to be changed and replaced with marked parking bays to match those immediately adjacent to the marked bus stop area. The other location was on Crescent Avenue, Whitby but this consultation received no objections.

4.0 Consultation

4.1 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. Appendices A, B and C include a copy of the letter, plan and questionnaire form that were sent out as part of the consultations process for the three locations. The proposals were advertised in the Whitby Gazette on 2nd July 2020 and any person could make objections and representations until 27th July 2020.

5.0 Responses, Objections and Officer Comments

5.1 Uppang Lane

5.1.1 There were a total of 5 responses, 2 residents in support, 2 residents against and 1 statutory consultee in support.

5.1.2 The comments received are shown below.

Issue raised (against)	Officer comments
<p>There should be two spaces before the roundabout left, but on the opposite side of the road, in front of Harrisons Garage, there should be yellow lines before the bus stop so buses can get to that stop without blocking the main Uppang Lane Road</p>	<p>The space between the end of the proposed double yellow line markings at the end of the railings and the existing keep clear marking will be sufficient to leave two spaces. The image, attached as Appendix D demonstrates this. The opposite side of the road was not part of this consultation but Arriva buses have only commented upon the north side of the road parking previously and have not mentioned the south side.</p>
<p>At the moment the inhabitants of do not have the right to obtain Whitby Residents parking tickets from Scarborough Council. Ifis to be entirely surrounded by double yellow lines, surely it is only fair to extend the right to have Whitby Residents parking tickets</p>	<p>The proposals would be leaving some gaps on Uppang Lane where it is thought to be safe to allow on street parking. The boundary for addresses that are permissible for the parking permits has to be drawn somewhere. None of the addresses on Uppang Lane are included and most of these properties have off street parking. The semi detached building on the corner of the roundabout fronting Uppang Lane does not have any off street parking and is split into flats.</p>
Issue raised (in support)	Officer comments
<p>I am fully in favour of the proposed extension of yellow lines on the corner of the junction between Uppang Lane and Back St. Hilda's Terrace. I have often witnessed large vehicles struggling to pass inconsiderate drivers parked too close to the roundabout; often causing the vehicle to mount the concrete base of the traffic bollard in order not to</p>	<p>Nothing further to add.</p>

<p>damage the parked vehicle. Also, if a large vehicle (Transit Van, people carrier, caravanette) parks too close to the roundabout, it is impossible to cross the road safely at this point, as you are unable to see traffic coming down upgang Lane without going out onto the road. I have always been puzzled that the lines on this side of the road do not correspond with the extension of the lines on the opposite side.</p> <p>Sadly, this will reduce parking spaces further in Whitby, but I think for the safety of both drivers and pedestrians, it is a sacrifice worth making.</p>	
4/ This is a good idea	

5.1.3 The consultation was carried out following comments received from SBC Refuse Services, Arriva buses and the Fire service. These organisations were included within the consultation but did not respond within the official time period. As these organisations had originally prompted the request, they were approached again for a comment on the proposals.

5.1.4 Following this reminder the following responses were received:

Fire Service	The Fire Service would be in support of the extension of double yellow lines in this area, it will make access to the fire station a lot easier on the occasions where cars have badly parked in this area.
Arriva buses	The red section is the section that we have mentioned many times before and is a great idea, pity it couldn't be a bit longer

5.2 Rosedale Lane, Port Mulgrave

5.2.1 There were a total of 7 responses, 5 residents for, 1 resident against and 1 statutory consultee for.

5.2.2 In addition to the one response that simply ticked the support box, the following comments were also received.

Issue raised (against)	Officer comments
<p>Regarding the letter received dated 18th June 2020, informing me of amendments to waiting restrictions on Rosedale Lane, Port Mulgrave, I feel I have to ask why there has to be an amendment. The only thing I can say that needs to be done is the repainting of the Keep Clear sign on the road.</p> <p>There are over 25 signs, no waiting, no loading/unloading, no turning, cul</p>	<p>The current road markings and Traffic Regulation order do not match each other and therefore the restrictions cannot be enforced.</p> <p>Whilst reviewing the order, we wanted to make best use of the area available but this meant changing the existing TRO.</p> <p>The number of signs will be reviewed whatever decision is made with the</p>

<p>de sac, between 77 Rosedale Lane and Cliff Cottages, plus other assorted 'home made' signs, which appear from time to time, placed by some residents at Cliff Cottages!!!!!!</p> <p>I must add, this metal graffiti would have cost a tidy sum, apart from being a blot on the landscape!</p> <p>Unless these regulations are policed, I can only say that it is a complete waste of time and money.</p> <p>So to end, I do not support the proposed changes</p>	<p>objective to only have waiting restriction signs that are legally required.</p> <p>If approved, the changes will be made so that SBC parking services can enforce this area. At present, this is not the case.</p>
<p>Issue raised (in support)</p>	<p>Officer comments</p>
<p>Summarised -</p> <p>We support the proposals as vehicles are constantly parking within the keep clear area leaving nowhere for vehicles to turn around.</p> <p>There is currently one sign saying Dead end and No turning area after the parking area. Is it possible to have the same sign on the opposite side of the road?</p> <p>Illegal parking damaging the grass verges and possibly the cliff top. Could the verges be fenced off or bollards fitted?</p> <p>issues with motor home camping overnight and leaving rubbish and human waste on the cliff top.</p>	<p>In an attempt to avoid excess sign clutter in an area like this, we would not recommend doubling up of the signs where there are enough to meet the legal requirements and sufficient numbers to provide drivers the relevant information. If approved, the parking civil enforcement officers would be able to enforce the area including parking on highway verges.</p> <p>We are reviewing what action would be appropriate and legal for situations like this.</p>
<p>We have noted on numerous occasions that the instruction to keep the turning space free is ignored. Furthermore, there are often people staying overnight in their camper vans.</p>	<p>As above</p>
<p>No objection as fed up with road area and access to our property being caused by inconsiderate visitors to this car park.</p>	<p>noted</p>
<p>We agree with the plan as described but a notice stating "no overnight parking or camping" would be helpful. People are using the car parking and turning area for overnight stays in various vehicles. As there are no toilet facilities at port Mulgrave, human waste is being left in the bushes at the edge of the parking area, near the roadside. This is a regular occurrence, even during the lockdown. We feel this is unacceptable.</p>	<p>As above.</p>

5.3 Belle Vue Terrace, Whitby

5.3.1 There were a total of 8 responses, 4 residents for, 2 residents against and 2 statutory consultees for.

In addition to those who responded with a simple yes, we support, the following comments were also received.

Issue raised (against)	Officer comments
So much for encouraging use of public transport	Noted.
<p>Summarised</p> <p>I do not support the replacement of the bus stop.</p> <p>Bus stops should be kept in place at all opportunities as a return to more public transport must be encouraged for environmental and congestion reasons. Even though this is now out of use, after living at Belle Vue Terrace many years, I observed it is much used. It really should be a reinstated service.</p> <p>The area also serves a purpose as a very safe informal pick up / drop off point. The dentists directly opposite on Havelock Place is extremely busy five days a week with nowhere else safe to drop a person off if using a taxi or receiving a lift. This also serves the same for the many holiday businesses for guests to take luggage out while the driver leaves and parks elsewhere. Neighbouring streets use a dropped kerb at tunnel entrances as a safe pulling in place. Belle Vue Terrace would not be left with a safe area.</p> <p>Removing the Bus stop will only encourage the practice to continue but now unsafely as cars will choose to double park, causing a risk to crossing pedestrians and drivers alike.</p> <p>The space could be better utilised making it an official drop off / pick up point with a registration recognition camera set up for issuing fines to any vehicle stopped over two minutes or a time seemed suitable by the Council.</p> <p>Parking is a huge issue in town but three extra spaces at the detriment of safety is simply not justified. Unfortunately it seems the guests of our town are not actively encouraged to use the Council's provided car parks when holidaying here.</p>	<p>Section 13.24 of Chapter 3 of the Traffic Signs Manual states there is no requirement for a Traffic Regulation Order in terms of a Bus stop clearway. However, it is a requirement for the Controlled Parking Zone to avoid having a section of the road without some form of control.</p> <p>Therefore, the marking cannot be simply removed and left blank.</p> <p>The adjacent parking bays cannot be extended without going through this process as those existing bays are defined as only going as far as the current bus stop markings.</p> <p>If the proposals are approved and in future, a bus stop is required at this location, this process requiring a public consultation would not be compulsory but it is recommended.</p> <p>The bus stop clearway could be re-introduced and would override the parking restrictions for the area of carriageway marked on the ground.</p> <p>When the CPZ was introduced in 2014, it included an area outside the Post Office sorting office that had a small length of marked parking bays that were limited to 1 hour from 9am to 1pm. The remainder of the parking bays in this area were limited to 2 hours. In 2016, these parking bays were changed to a 3 hour limit due to the many requests received to increase the time limits.</p>
Issue raised (in support)	Officer comments
We support this proposal as there is a continuing and increasing need for parking spaces in this area	Noted.

6.0 Local County Councillor comments

- 6.1 The Local County Councillor for the Belle Vue Terrace and Upgang Lane consultations is Councillor Plant. Cllr. Plant was asked to comment on both proposals and responded with "I fully support the proposals."
- 6.2 The Local County Councillor for the Port Mulgrave consultation is Councillor Chance who responded with "I fully support the proposal."

7.0 Equalities

- 7.1 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 E.

8.0 Finance

- 8.1 The cost of advertising the Traffic Regulation Orders and painting the lines is estimated at £1,700 for each of the three locations and will be funded from the local highways Area 3 (Signs, Lines and TROs) budget.

9.0 Legal

- 9.1 Consideration has been given to the potential for any legal implications arising from the recommendations.
- 9.2 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 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.

As two of the proposals are wholly within the County Council ward of Whitby Streonshalh and the other is wholly within the ward of Whitby Mayfield cum Mulgrave, neither of these would be classed as a wide area impact TRO.

- 9.3 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.

- 9.4 In the event that the BES Executive Members resolve to approve changes to the traffic regulation orders described in this report, 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.
- 9.5 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 six weeks of the order being made.
- 9.6 All other main legal aspects are covered in section 4 to this report. Beyond that, it is the view of officers that the proposals do not have any other legal implications for the County Council.

10.0 Recommendation

- 10.1 It is recommended that the Corporate Director BES, in consultation with BES Executive Members:
- a) Approve the making of the TRO on Upgang Lane, Whitby to impose the proposed waiting restrictions as advertised under the Road Traffic Regulation Act 1984;
 - b) Approve the making of the TRO on Rosedale Lane, Port Mulgrave to change the proposed waiting restrictions as advertised under the Road Traffic Regulation Act 1984;
 - c) Approve the making of the TRO on Belle Vue Terrace, Whitby to replace the bus stop by extending the neighbouring parking bays as advertised under the Road Traffic Regulation Act 1984
 - d) All responders are advised accordingly and notified of the making of the Order within 14 days of it being made.

BARRIE MASON
Assistant Director
Highways and Transportation

Author of Report: Ged Lyth

Background Documents: None



Area 3 Highways Office
North Yorkshire County Council
Discovery Way
Whitby
North Yorkshire
YO22 4PZ
Tel: 01609 780780
Email: area3.whitby@northyorks.gov.uk

Our Ref: A3.0903

Contact: Ged Lyth

18th June 2020

Dear Sir/Madam,

Upgang Lane, Whitby – Proposed Waiting Restrictions.

We have received requests from various organisations to increase the length of double yellow lines around the corner from “Back St. Hilda’s Terrace” onto Upgang Lane along the length of the railings. This is intended to aid the passage of long vehicles approaching the roundabout from Upgang Lane as the parked vehicles at this location can limit the passage of such vehicles.

The proposed restrictions would still allow two normal sized cars to park legally between them and the driveway to Union Mill. The attached plan shows the extent of the proposals.

To install these lines it is necessary to introduce a Road Traffic Regulation Order. This letter is part of the statutory consultation process required to make the lines recognised and enforceable.

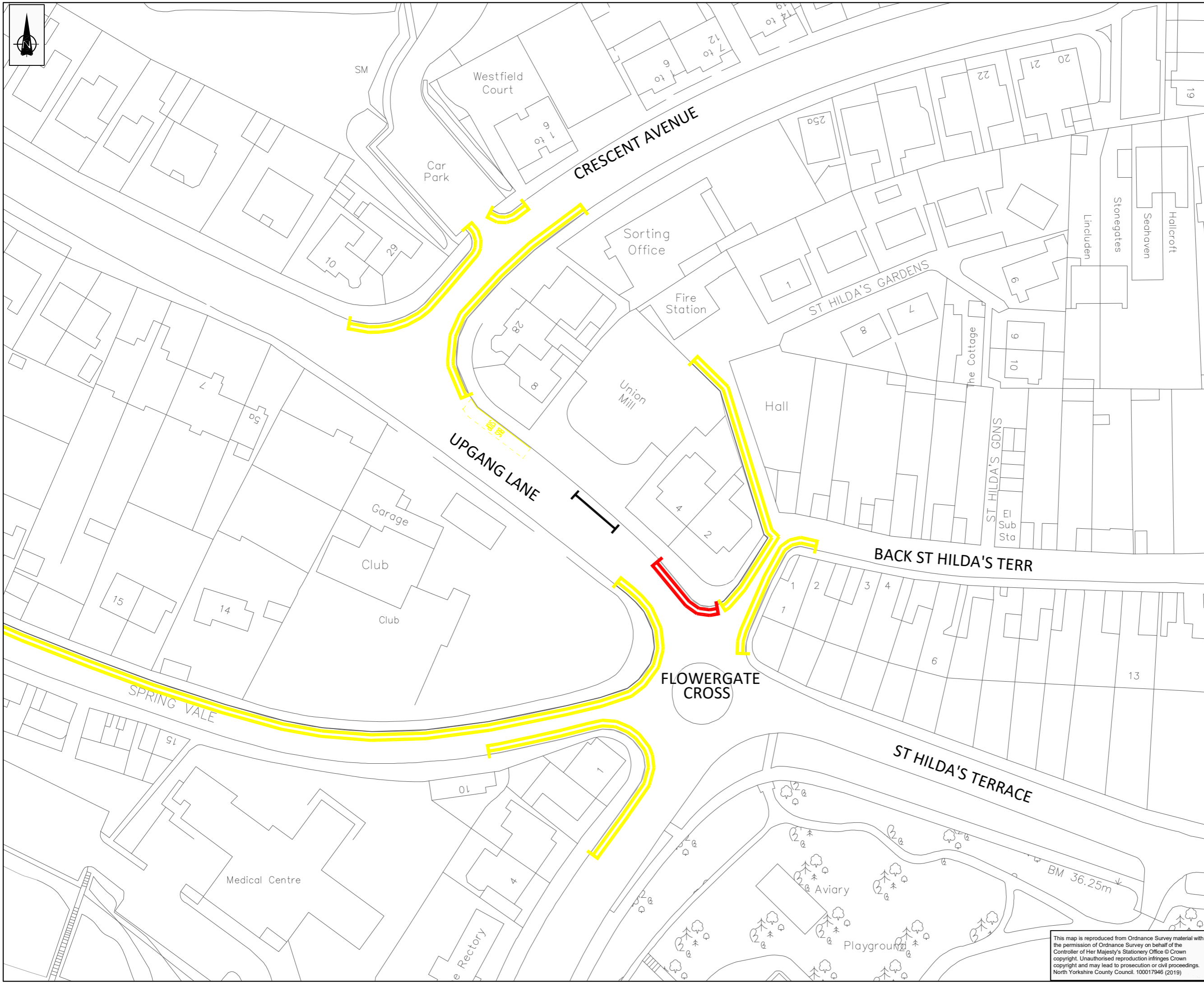
The Council is required to consult those either directly affected by the proposals or who may have an interest, and the purpose of this letter is to provide you with details of those proposals. **I would ask that you provide any views you may wish by completing and returning the attached questionnaire or sending an e-mail response by Monday 27th July, 2020.**

If there are significant objections to the proposals it will be necessary to report them to the Business and Executive Members meeting for a decision by the Corporate Director of Business and Environmental Services in consultation with the executive members. The date and venue of any future meeting will be advised as necessary in due course. I trust this is satisfactory and look forward to receiving your comments.





Yours sincerely,

Helen Watson

Improvement Manager



KEY:

-  Existing Double yellow lines
-  Proposed Double yellow lines
-  Existing Bus stop marking
-  Existing Keep Clear marking

This drawing is produced from Ordnance Survey data and therefore may contain slight inaccuracies when compared with site measurements.

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved



North Yorkshire
County Council

Highways
NORTH YORKSHIRE

Area Office 3
Discovery Way
Whitby
North Yorkshire
YO22 4PZ
Tel: 01609 780780

UPGANG LANE WHITBY

PROPOSED DOUBLE YELLOW LINES

Drawing status for *****

Scale	Not to scale	DO NOT SCALE
Drawn by	G LYTH	
Checked by	***	

Drawing number	A3.0903.	Rev	0
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North Yorkshire County Council

Business and Environmental Services

PROPOSED TRAFFIC REGULATION ORDER

A3.0903 Upgang Lane, Whitby.

Proposed prohibition of waiting.

Contact Name:	
Contact Address:	
Contact - Telephone: - Email:	

1. Do you support the introduction of 'no waiting at any time' (double yellow lines) restriction as described in the letter and plan

Yes No

Comments / Reasons for objection or support:
(please continue on the other side if required).

Please return to: North Yorkshire County Council, Area 3 - Whitby Office,
Discovery Way, Whitby, YO22 4PZ

PLEASE RETURN QUESTIONNAIRES BY 27th July 2020.

FOI Statement

Your views are important and you are urged to complete the questionnaire without delay. Your name and address is required for the analysis of the survey. Forms that are returned incomplete cannot be included. You should also be aware that this is a public consultation and that once submitted, your comments may be held on a public file and may be made available for others to read under the Freedom of Information Act 2000.



Area 3 Highways
North Yorkshire County Council
Discovery Way
Whitby
North Yorkshire
YO22 4PZ
Tel: 01609 780780
Email: area3.whitby@northyorks.gov.uk

Our Ref: A3.0917
Contact: Ged Lyth

18th June 2020

Dear Sir/Madam

Rosedale Lane, Port Mulgrave – Amendment to the Waiting Restrictions.

We are proposing to revise the waiting arrangements that apply to the parking area / turning area on Rosedale Lane, Port Mulgrave.

The existing layout and condition of the road markings are causing issues for large vehicles to turn around with the limited space available and problems with parked cars, inside and outside of the parking area.

Our proposals are to alter the roadmarkings of the parking area / turning area to clearly identify the designated parking area.

To make this change it is necessary to amend the existing Road Traffic Regulation Order. This letter is part of the statutory consultation process required to make the lines recognised and enforceable

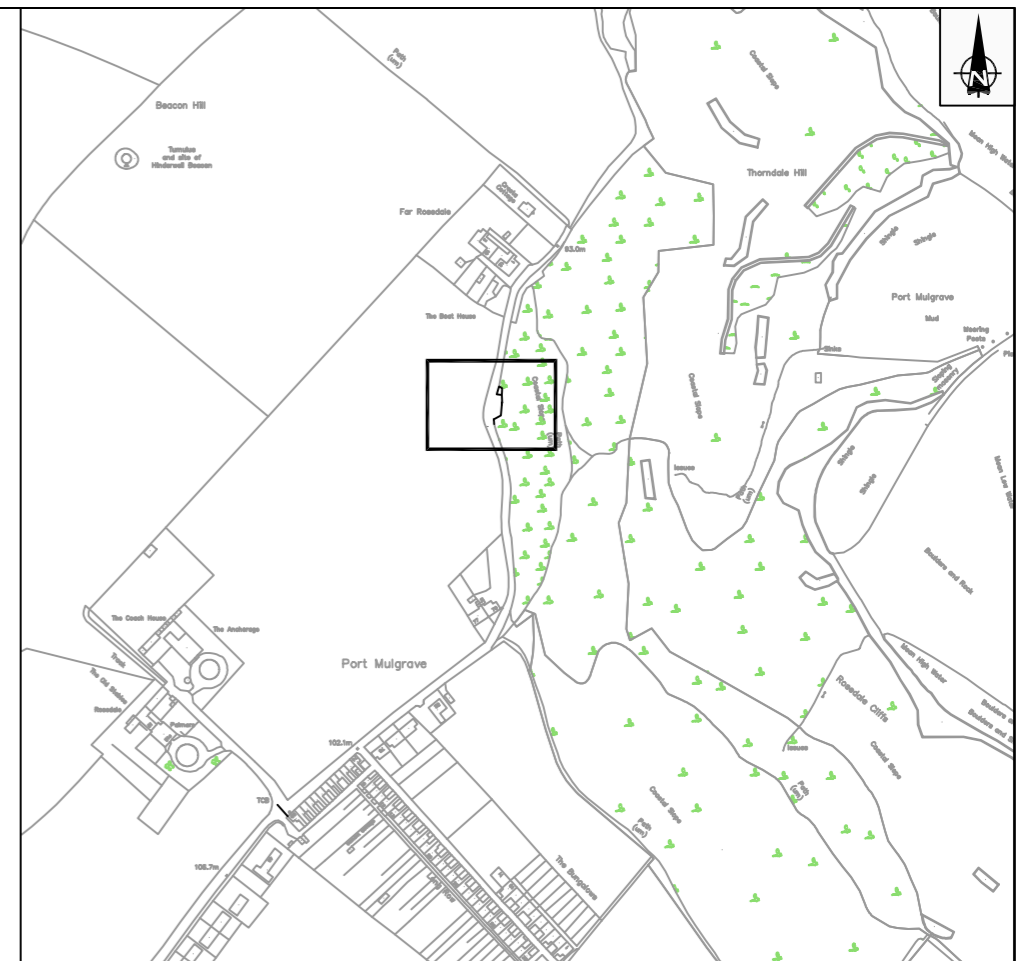
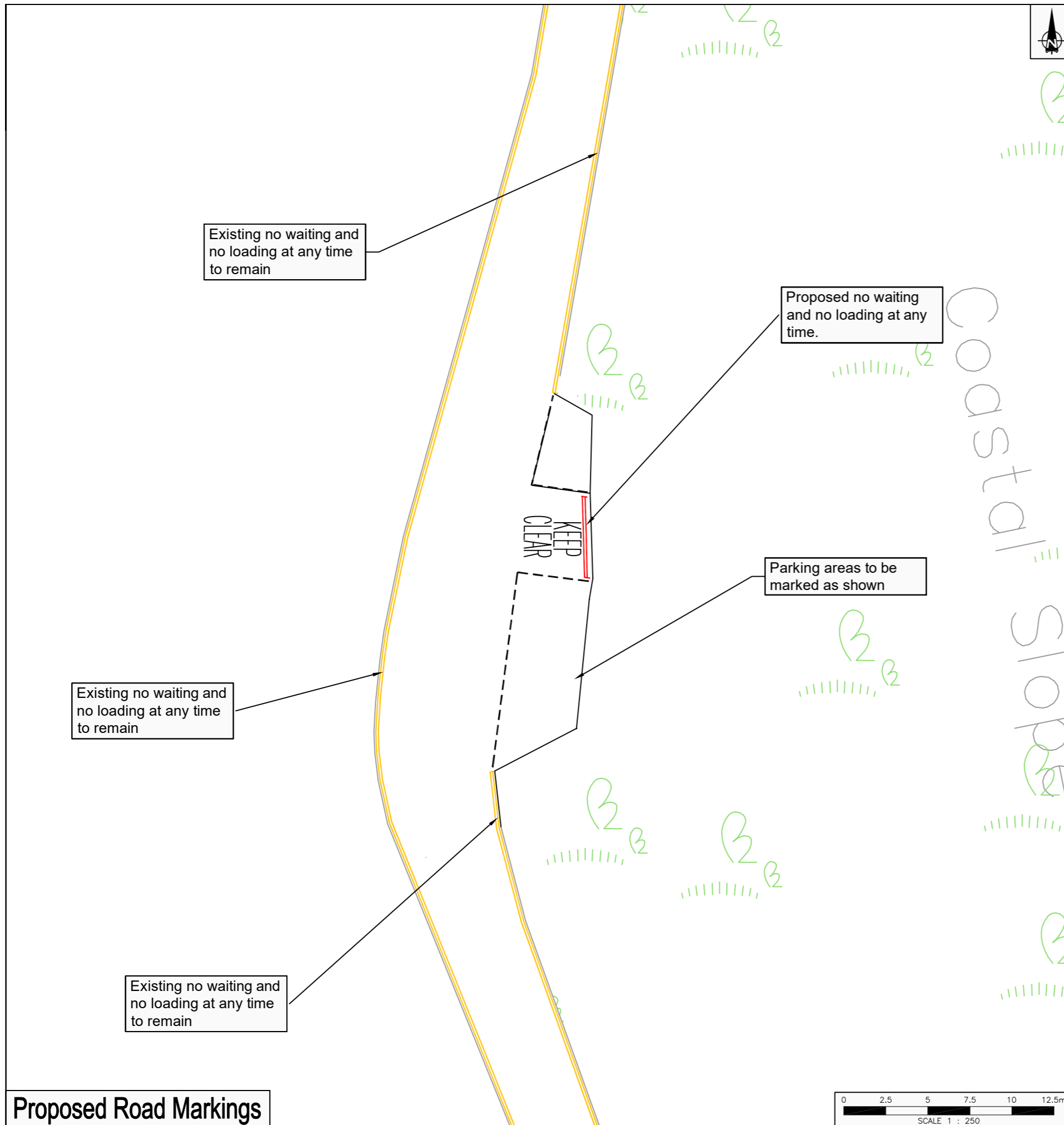
The Council is required to consult those either directly affected by this proposal or who may have an interest, and the purpose of this letter is to provide you with details of the proposal. **I would ask that you provide any views you may wish by completing and returning the attached questionnaire or sending an e-mail response by Monday 27th July, 2020.**

If there are significant objections to the proposals during this period and are not resolved or withdrawn, it will be necessary to report them to the Business and Executive Members meeting for a decision by the Corporate Director of Business and Environmental Services in consultation with the executive members. The date and venue of any future meeting will be advised as necessary in due course. I trust this is satisfactory and look forward to receiving your comments.




Yours Sincerely

Helen Watson

Improvement Manager



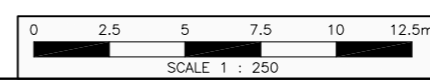
**ROSEDALE LANE, PORT MULGRAVE
PROPOSED CHANGES TO EXISTING TRAFFIC REGULATION ORDERS**

Existing no waiting and no loading at any time to remain	
Proposed no waiting and no loading at any time	
Parking area	



Dale House, Mount View, Standard Way Business Park,
Northallerton, DL6 2YD, UK
wsp.com

Proposed Road Markings



Drawing number
62240814-001-WSP-001-MUL

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North Yorkshire County Council

Business and Environmental Services

PROPOSED TRAFFIC REGULATION ORDER

A3.0917 Rosedale Lane, Port Mulgrave.

Proposed changes to the parking and turning areas.

Contact Name:	
Contact Address:	
Contact - Telephone: - Email:	

1. Do you support the proposed changes to the parking and turning areas as described in the letter and plan

Yes No

Comments / Reasons for objection or support:
(please continue on the other side if required).

Please return to: North Yorkshire County Council, Area 3 - Whitby Office,
Discovery Way, Whitby, YO22 4PZ

PLEASE RETURN QUESTIONNAIRES BY 27th July 2020.

FOI Statement

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North Yorkshire County Council
Discovery Way
Whitby
North Yorkshire
YO22 4PZ
Tel: 01609 780780
Email: area3.whitby@northyorks.gov.uk

Our Ref: A3.0916

Contact: Ged Lyth

23rd June 2020

Dear Sir/Madam,

Belle Vue Terrace, Whitby – Replace bus stop with limited waiting parking bays.

We have received requests to increase the amount of parking spaces on Belle Vue Terrace by removing the disused bus stop outside nr 7 Belle Vue Terrace. The proposal is to replace the length of the bus stop by extending the adjacent parking bays.

The restrictions on the proposed parking bay would match those on the existing, neighbouring bays which are limited waiting to 3 hours, no return within 2 hours between 9am and 7pm for use with a disc clock. Permits and scratchcards for parking zone W will be exempt from these restrictions on the condition that the correct material has been displayed in the vehicle. The attached plan shows the extent of the proposals.

To install these lines it is necessary to introduce a Road Traffic Regulation Order. This letter is part of the statutory consultation process required to make the lines recognised and enforceable.

The Council is required to consult those either directly affected by the proposals or who may have an interest, and the purpose of this letter is to provide you with details of those proposals. **I would ask that you provide any views you may wish by completing and returning the attached questionnaire or sending an e-mail response by Monday 27th July, 2020.**

If there are significant objections to the proposals it will be necessary to report them to the Business and Executive Members meeting for a decision by the Corporate Director of Business and Environmental Services in consultation with the executive members. The date and venue of any future meeting will be advised as necessary in due course. I trust this is satisfactory and look forward to receiving your comments.

Yours sincerely,

Helen Watson

Improvement Manager



KEY:

- Existing Double yellow lines
- Existing marked Parking Bays
- Existing disused Bus stop marking proposed to be removed and replaced with parking bays.

This drawing is produced from Ordnance Survey data and therefore may contain slight inaccuracies when compared with site measurements.

Rev	Rev. Date	Purpose of revision	Drawn	Checked	Reviewed	Approved

North Yorkshire
County Council

Highways
NORTH YORKSHIRE

Area Office 3
Discovery Way
Whitby
North Yorkshire
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Tel: 01609 780780

**BELLE VUE TERRACE
WHITBY**

**PROPOSED EXTENSION OF
PARKING BAYS ACROSS
DISUSED BUS STOP**

Drawing status for *****

Scale	Not to scale	DO NOT SCALE
Drawn by	G LYTH	
Checked by	***	

Drawing number **A3.0916** Rev **0**

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PROPOSED TRAFFIC REGULATION ORDER

A3.0916 Belle Vue Terrace, Whitby.

Proposed removal of disused bus stop and replacement with extending the neighbouring parking bay restrictions.

Contact Name:	
Contact Address:	
Contact - Telephone: - Email:	

1. Do you support the replacement of the bus stop with the limited waiting parking bays as described in the letter and plan

Yes No

Comments / Reasons for objection or support:
(please continue on the other side if required).

Please return to: **North Yorkshire County Council, Area 3 - Whitby Office,
Discovery Way, Whitby, YO22 4PZ**

PLEASE RETURN QUESTIONNAIRES BY 27th July 2020.

FOI Statement

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UPGANG LANE STREETVIEW IMAGE

Sept, 2018



APPENDIX E

Initial equality impact assessment screening form			
<p>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.</p>			
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	Ged Lyth		
What are you proposing to do?	<ol style="list-style-type: none"> 1. Introduce a No Waiting at Any Time restriction on the north side of Upgang Lane next to the roundabout at its eastern end. 2. Replace a disused bus stop on Belle Vue Terrace, Whitby by extending the adjacent limited waiting parking areas for times between 9am and 7pm 3. Make clear the areas that are intended to be kept clear for turning and the areas intended to be available for parking on Rosedale Lane, Port Mulgrave. 		
Why are you proposing this? What are the desired outcomes?	<ol style="list-style-type: none"> 1. To stop vehicles parking in an area that is obstructing large vehicles approaching the roundabout. 2. To maximise the are available for parking in a location where the demand is high. 3. To stop parking in an area which will allow other vehicles to be able to safely turn around. 		
Does the proposal involve a significant commitment or removal of resources? Please give details.	<p>No</p> <p>2. The bus service which used to stop at this location has already ceased and no operator has chosen to replace the service. IPT do not have funds to reinstate the service and have indicated it is highly unlikely to change in the near future.</p>		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <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		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. It assists the local bus service by preventing the route being obstructed by parked vehicles.		
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:	Yes	Continue to full EIA?;
Reason for decision	No impact that will not differentiate or discriminate.		
Signed (Assistant Director or Equivalent)	Barrie Mason		
Date	11/09/2020		