

North Yorkshire County Council
Business and Environmental Services

Executive Members

27 November 2020

Review of Existing Waiting Restrictions and introduction of additional ‘No Waiting at Any Time’, ‘Seasonal No Waiting at Any Time’, ‘No Loading at Any Time’ and “Disabled Parking” Various Streets, Thornton le Dale

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 of a consultation exercise to review the existing Prohibition of Waiting Restrictions and the introduction of additional Waiting and Loading restrictions on various roads in Thornton le Dale. This would involve revoking the existing Traffic Regulation Orders and creating a new Order. The proposal also includes a new Disabled Parking Bay
- 1.2 A decision of the Corporate Director, BES is sought, in consultation with the BES Executive Members regarding the recommended option.

2.0 Background

- 2.1 Following a review of the existing waiting restrictions in Thornton le Dale it was discovered that some of the existing yellow lines were not legally enforceable through a Traffic Regulation Order (TRO). It was also found that where a TRO was in place the yellow lines on the ground did not always replicate the description in the Order. This was also the case in respect to some of the allocated parking bays. This obviously causes issues for the Civil Parking Enforcement Officers when they try to address parking violations within the village.
- 2.2 Rather than addressing this piecemeal, it was decided to revoke the existing TRO and introduce a new one and in doing so give the residents of Thornton le Dale the opportunity to comment on the present restrictions and provide the opportunity to suggest amendments.
- 2.3 The existing Traffic Regulation Orders would be revoked and a new Order made.
- 2.4 The new Traffic Regulation Order would include the following elements –
- Prohibition of Waiting at All Times
 - Prohibition of Waiting Between 9am and 6pm 21 March to 6 October
 - Waiting Limited Between 8am and 6pm to One Hour With No Return Within Two Hours
 - Prohibition of Waiting and Loading At All Times
 - Disabled Parking Bay
 - Loading Bay

3.0 Public Exhibition

- 3.1 A public exhibition took place in Thornton le Dale Village Hall on 18 December 2019.
- 3.2 Plans were displayed showing the existing waiting restrictions and additional waiting restrictions which had been proposed by the Local Member in consultation with the Parish Council. This also included:
- the provision of two yellow box junctions on the A170 opposite the Maltongate northbound junction and on Maltongate northbound opposite the Maltongate southbound junction. To improve egress from the junction. However, these do not require a Traffic Regulation Order.
 - “No Loading” restrictions on the western side of the junction of Whitby Gate with the A170, to improve safety for vehicles turning into Whitby Gate.
- 3.3 Attendees were invited to submit comments on the proposals.
- 3.4 The comments received were discussed with the Local Member and the proposals amended where it was considered appropriate.

4.0 Consultation

- 4.1 The amended proposals were then taken forward to formal consultation and public advertisement on 18 March 2020. The proposals can be viewed on Sheet numbers 1 to 7 in Appendix 1.
- 4.2 The consultation documentation was sent to key stakeholders including the Elected Member and Parish Council. Residents were advised via a letter drop where the documentation could be viewed.
- 4.3 Due to Covid19 restrictions, the proposals were re-advertised on 27 May 2020 to advise that the documents could no longer be viewed at the local Area Highways Office and Library but were still available on the NYCC website.

5.0 Consultation Results

- 5.1 The results of the consultation and your officer’s comments are summarised in Appendix 2. The table shows that six formal objections were received and 11 observations on the proposals. With regard to the objections, the proposals have been amended to address four of the objections and the respondents were contacted to enquire as to whether or not they wished to withdraw their objections. Two respondents withdrew their objections and the other two did not respond.

6.0 Equalities

- 6.1 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 3.

7.0 Climate Change

- 7.1 The proposals are not considered to have an impact on climate change. A climate change assessment is attached in Appendix 4.

8.0 Finance

- 8.1 The cost of advertising the Traffic Regulation Order and installing the signs and lines is estimated at approximately £10k which will be funded from the local Signs Lines and TRO budget held by the Kirby Misperton Highways Area Office.

9.0 Legal

- 9.1 Consideration has been given to the potential for any legal implications arising from the recommendation. It is the view of Officers that the recommendation will have no legal implications other than those relating to the implementation of the Traffic Regulation Order.

- 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 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 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 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.

This proposal is not considered to be a wide area impact TRO therefore.

- 9.3 In recommending the implementation of the proposed TRO, officers consider that it will preserve or improve the amenities of the area through which the road runs and enable the County Council to comply with its duty under Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). A copy of the Statement of Reasons for the TRO is contained in Appendix 5.
- 9.4 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 six weeks from the date on which the Order is made.
- 9.5 In accordance with the protocol for reports to the Corporate Director, BES and the BES Executive Members The relevant local member has been provided with a copy of this report and has been invited to the meeting on 27 November 2020.

10.0 Recommendations

10.1 It is recommended that:

- i. the Corporate Director, BES, in consultation with the BES Executive Members approves the revocation the existing Traffic Regulation Orders and the introduction of a new Order in relation to the restrictions, parking and loading shown on sheet numbers 1 to 7 contained in Appendix 1.
- ii. the objectors are notified of the decision within 14 days of the Order being made.

BARRIE MASON
Assistant Director
Highways & Transportation

Author of Report: Tim Coyne

Background Documents:

The letters of support and objection received are held in the scheme file held by the Area 4 Kirby Misperton Highways Office.

PROPOSAL PLANS



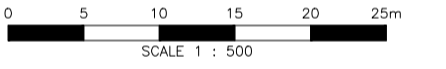
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KEY

PROHIBITION OF WAITING AT ALL TIMES WITH EXEMPTIONS



PROHIBITION OF WAITING BETWEEN 9 AM AND 6 PM 21st MARCH TO 6th OCTOBER



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P01	XXX	FIRST ISSUE	XXX	XXX	
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S2 - FOR INFORMATION



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County Council

SITE/PROJECT: AREA 4 - 19/20 THORNTON LE DALE WAITING AND LOADING RESTRICTIONS

TITLE: SHEET 1

SCALE @ A1: 1:500	CHECKED: SD	APPROVED: CD
PROJECT NO: 70066100-PO1	DESIGNED: LEW	DRAWN: LEW
		DATE: 28/10/19

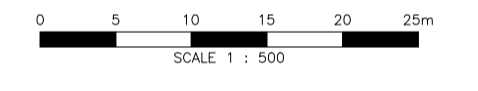
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- PROHIBITION OF WAITING AT ALL TIMES WITH EXEMPTIONS —
- PROHIBITION OF WAITING AND LOADING AT ALL TIMES —
- PROHIBITION OF WAITING BETWEEN 9 AM AND 6 PM 21st MARCH TO 6th OCTOBER —
- WAITING LIMITED BETWEEN THE HOURS OF 8 AM AND 6 PM TO ONE HOUR WITH NO RETURN WITHIN TWO HOURS —
- LOADING BAY - - - - -
- YELLOW BOX JUNCTION [Cross-hatched box]
- DISABLED BAY [Dashed line]



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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	05/05/2020	LEW	MARKINGS REMOVED FROM WHITBY GATE, 'KEEP CLEAR' NOTES ADDED		
P02	10/12/2019	LEW	AMENDED FOLLOWING MEMBERS COMMENTS	SP	CP

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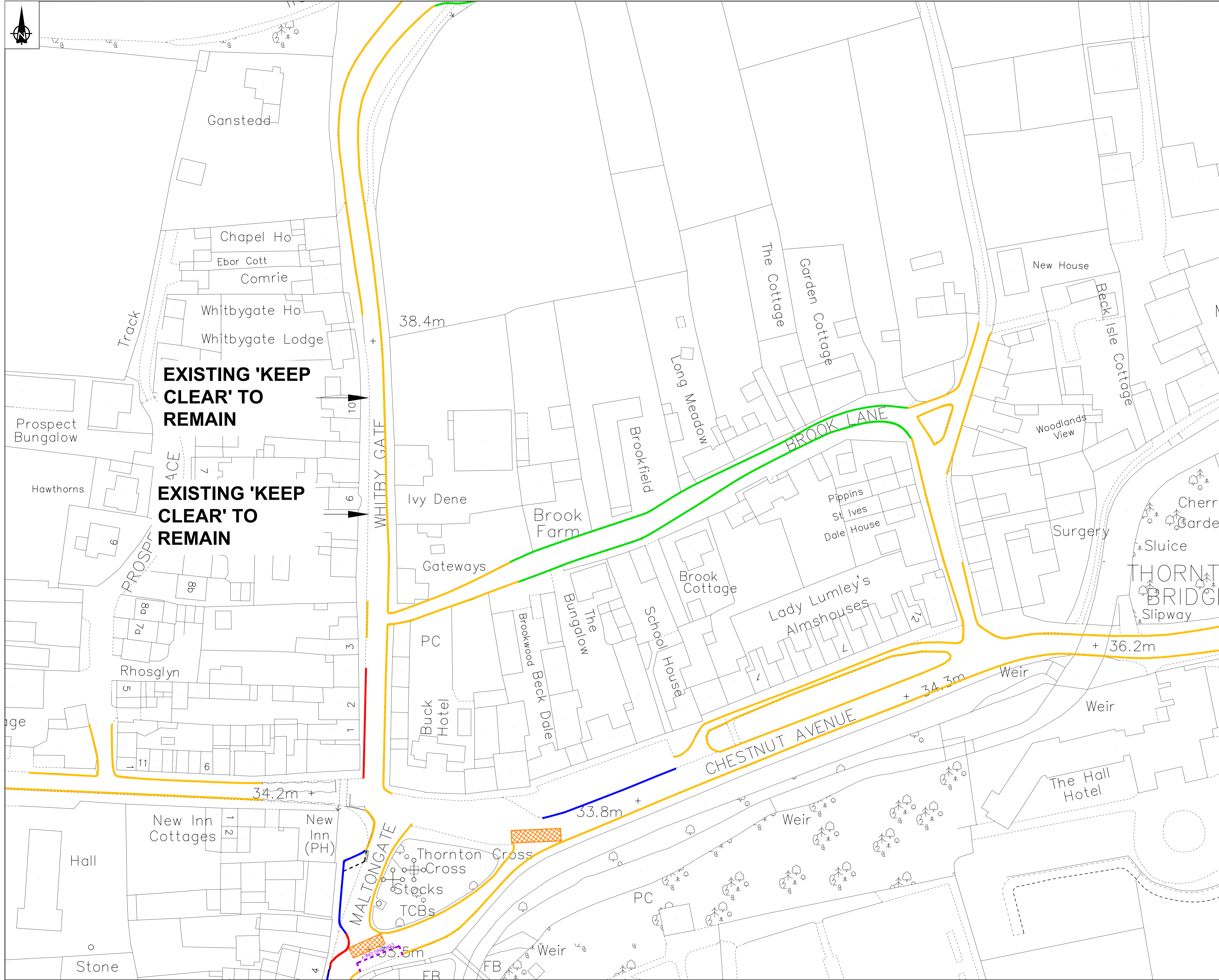
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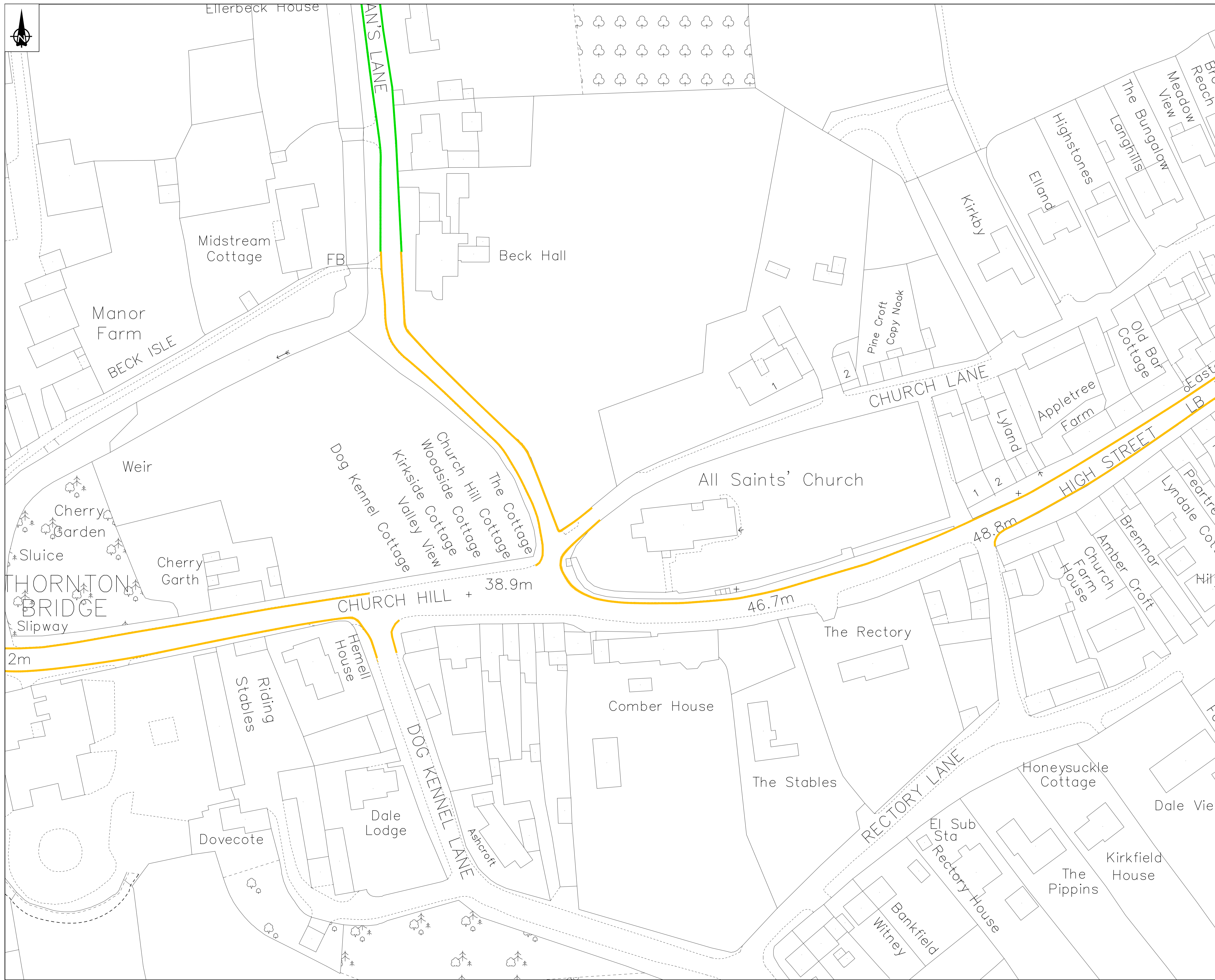
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		DATE: 28/10/19

DRAWING NO: **70066100-PO1-WSP-002** REV: **P03**

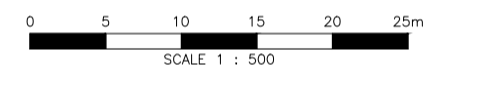
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 PROHIBITION OF WAITING BETWEEN 9 AM AND 6 PM 21st MARCH TO 6th OCTOBER —



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REV	DATE	BY	DESCRIPTION	CHK	APP
P01	29/09/2020	DJP	LENGTHS OF PROPOSED 'NO WAITING AT ANY TIME' REMOVED FROM DOG KENNEL LANE LEAVING JUNCTION PROTECTION ONLY.		
P02	07/02/2020	LEW	RESTRICTION ADDED ON DOG KENNEL LANE BY DALE LODGE TO WEST AND EXTENDED TO MEET CHURCH HILL AND RECTORY LANE TO EAST	CD	CD

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SITE/PROJECT: **AREA 4 - 19/20 THORNTON LE DALE WAITING AND LOADING RESTRICTIONS**

TITLE: **SHEET 3**

SCALE @ A1: 1:500	CHECKED: SD	APPROVED: CD
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		DATE: 28/10/19

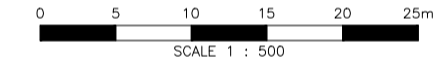
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PO2	DUP	PROPOSED 'NO WAITING AT ANY TIME' RESTRICTION ON SOUTH SIDE OF A170 REDUCED BY 49 METRES IN LENGTH AT THE WESTERN END.	XXX	XXX	
REV	DATE	BY	DESCRIPTION	CHK	APP

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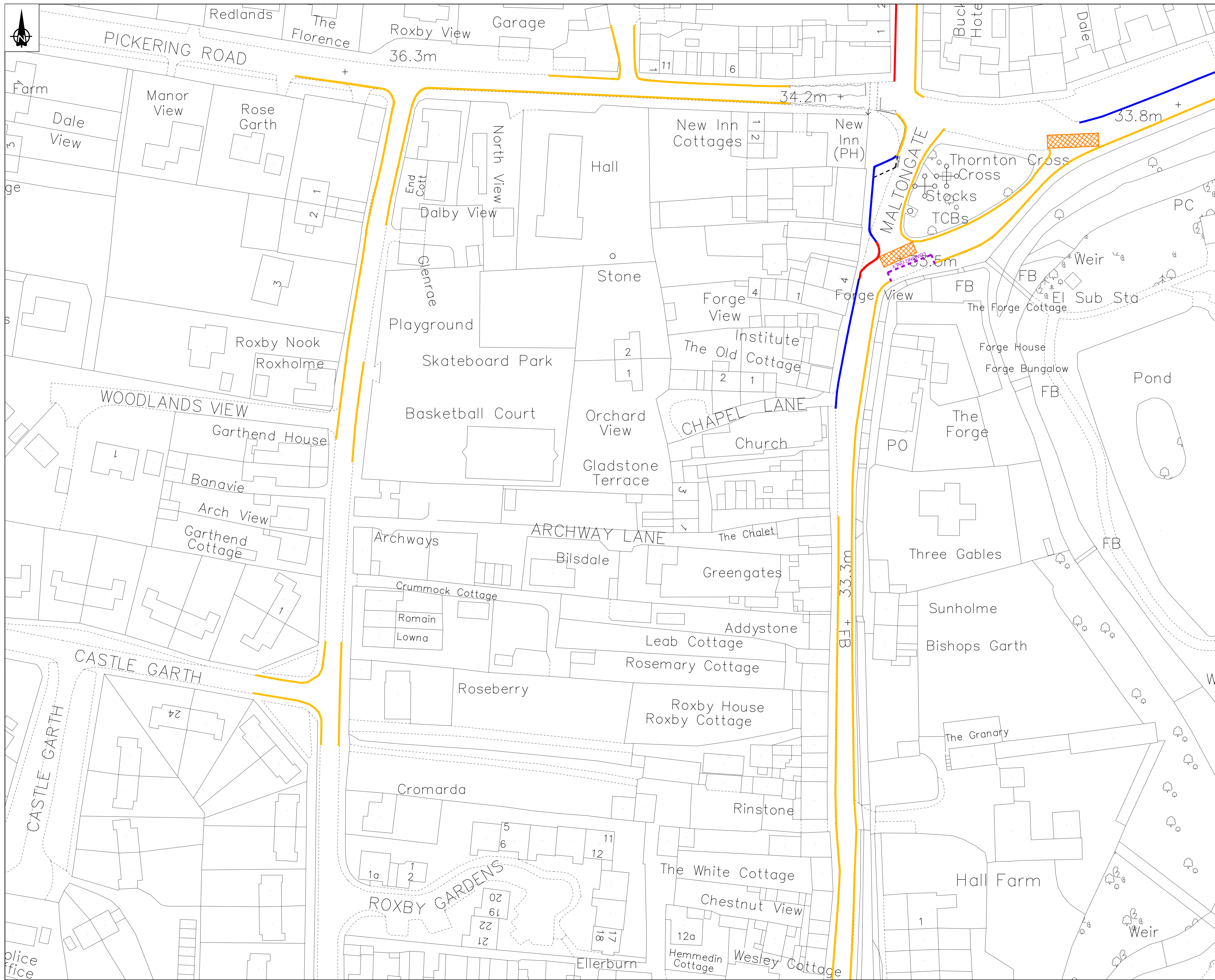
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 THORNTON LE DALE
 WAITING AND LOADING RESTRICTIONS**

TITLE: **SHEET 4**

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PROJECT NO:	DESIGNED:	DRAWN:	DATE:
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DRAWING NO: **70066100-PO1-WSP-004** REV: **P01**

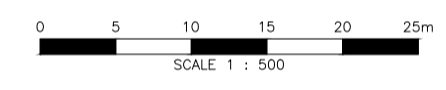
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PROHIBITION OF WAITING AT ALL TIMES WITH EXEMPTIONS	
PROHIBITION OF WAITING AND LOADING AT ALL TIMES	
WAITING LIMITED BETWEEN THE HOURS OF 8 AM AND 6 PM TO ONE HOUR WITH NO RETURN WITHIN TWO HOURS	
LOADING BAY	
YELLOW BOX JUNCTIONS	
DISABLED BAY	



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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	07/02/20	LEW	RESTRICTION BETWEEN CHAPEL LANE AND THE CHALET REMOVED	CP	CP
P02	10/12/20	LEW	AMENDED FOLLOWING MEMBERS COMMENTS	CP	CP

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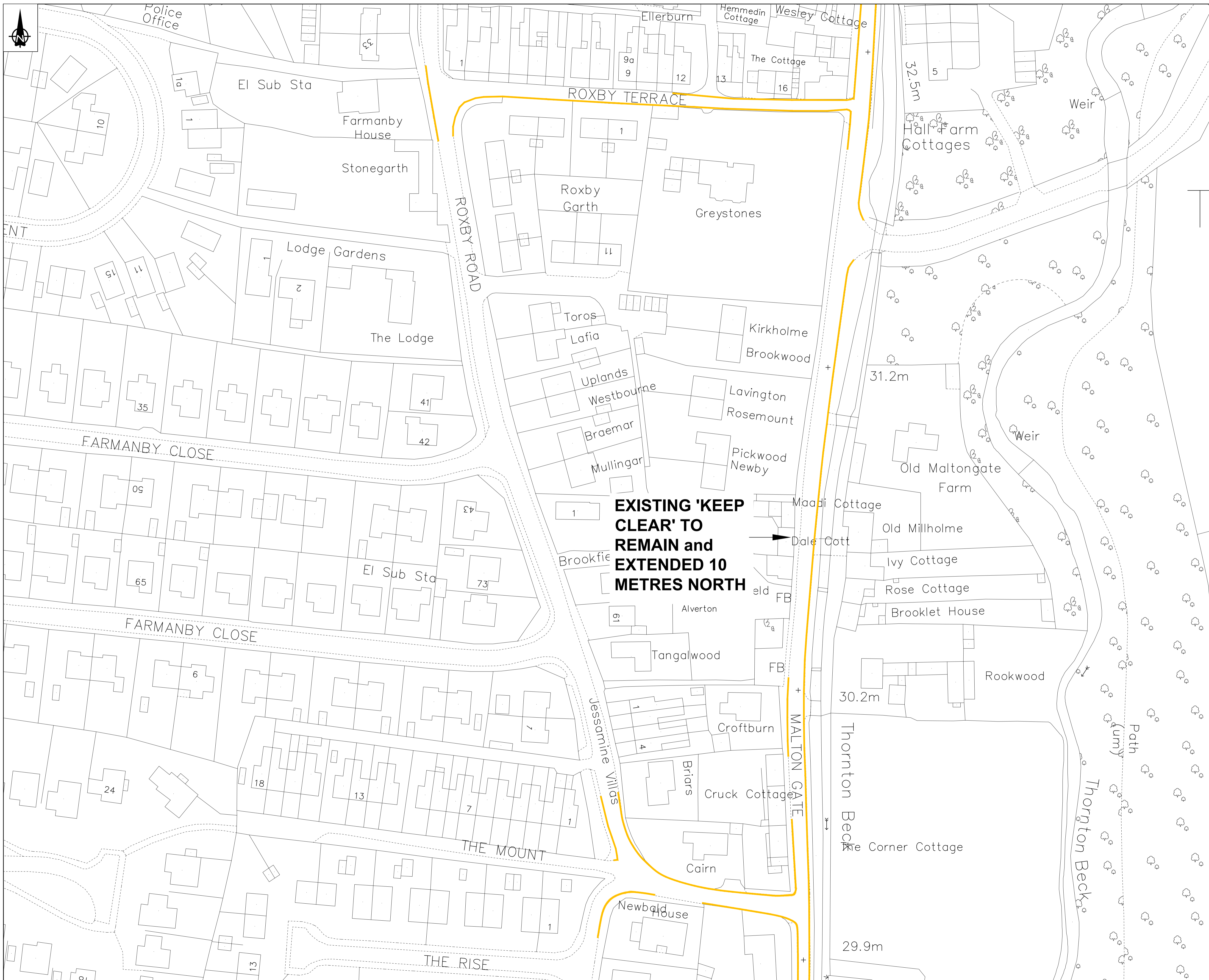
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THORNTON LE DALE
WAITING AND LOADING RESTRICTIONS**

TITLE: **SHEET 5**

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PROJECT NO:	DESIGNED:	DRAWN:
70066100-PO1	LEW	LEW
		DATE:
		28/10/19

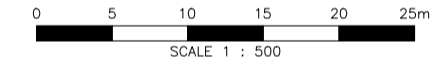
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EXISTING 'KEEP CLEAR' TO REMAIN and EXTENDED 10 METRES NORTH

REV	DATE	BY	DESCRIPTION	CHK	APP
P04	29/09/20	DJP	SHORT LENGTH OF 'NO WAITING AT ANY TIME' ON WEST SIDE OF MALTONGATE OPPOSITE OLD MILLHOLME - REMOVED. EXISTING 'KEEP CLEAR' TO BE EXTENDED.		
P03	07/02/20	LEW	RESTRICTIONS ON MALTONGATE WEST SIDE REMOVED BY GREYSTONES TO MAADI COTTAGE AND ADDED BY DALE COTTAGE AND CROFTBURN		
P02	19/12/20	LEW	ROXBYS TERR RESTRICTIONS ADDED, MALTONGATE RESTRICTIONS EXTENDED SOUTH OF ROXBYS TERR ON WEST SIDE.		

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TITLE: **SHEET 6**

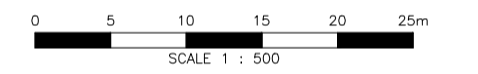
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NTS	SD	CD
PROJECT NO:	DESIGNED:	DRAWN:
70066100-PO1	LEW	LEW
DRAWING NO:	DATE:	REV:
70066100-PO1-WSP-006	28/10/19	P04

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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	07/02/2020	LEW	RESTRICTIONS ON MALTINGATE WEST SIDE - REMOVED BETWEEN BLEACH MILL AND WILLOW GARTH AND ON THE EAST SIDE EXTENDED SLIGHTLY INTO HERON CLOSE	CP	CP
P02	10/12/2019	LEW	AMENDED FOLLOWING MEMBER COMMENTS	SP	CP

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SITE/PROJECT: AREA 4 - 19/20
THORNTON LE DALE
WAITING AND LOADING RESTRICTIONS

TITLE: SHEET 7

SCALE @ A1: 1:500	CHECKED: SD	APPROVED: CD
PROJECT NO: 70066100-PO1	DESIGNED: LEW	DRAWN: LEW
		DATE: 28/10/19

DRAWING NO: 70066100-PO1-WSP-007	REV: P03
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Responder and location.	Objection / Observation	Comment.	Officer Response.
Resident Maltongate.	Objection	<ul style="list-style-type: none"> - Lack of alternative parking facilities nearby and residents have not been taken into account. - Unclear as to what the exemptions are. 	<p>There is presently seasonal waiting restrictions (March - Oct) outside this property and for a considerable distance south of the property (from the Roxby Road Junction. Although the proposal changes the seasonal restriction to permanent (north of Roxby Tce) it removes all of the seasonal restrictions south of Roxby Tce, making the road available for residents parking all year round.</p> <p>Explanation provided.</p>
Resident High Street	Observation	<ul style="list-style-type: none"> - Unclear as to what the exemptions are and whether this also applies to adjacent residents. 	<p>Explanation provided.</p>
Resident Brook Lane	Observations	<ul style="list-style-type: none"> - Expressing concern that the Whitby Gate end of Brook Lane experiences the same parking congestion and HGV access problems as the Chestnut Ave end of Brook lane and that the current 40m no waiting restriction from the Whitby Gate junction is inadequate. - The 'no waiting' restriction needs to be extended to at least 50m from Whitby Gate junction to past Brook Farm House and preferably to 60m from the junction, in order to move the parking congestion that obstructs access of council trucks and particularly HGV's deliveries and traffic to Baldersons Bakery. - Much of the visitor parking is for the Buck Inn. - The extension of waiting restrictions from the current 40m to 50m or 60m from Whitby Gate junction is vital for the convenience, access and safety of residents to Brook Lane. 	<p>Existing restrictions are considered sufficient. There has not been sufficient representation from the existing residents through either the public exhibition or formal consultation to demonstrate that further restrictions are required.</p>

Responder and location.	Objection / Observation	Comment.	Officer Response.
Resident Roxby Terrace	Observations	<ul style="list-style-type: none"> - Has a residents' permit scheme been considered? - Prohibit overnight parking. - The proposals here will only move the problem elsewhere. 	<p>Residents Parking Schemes do not form part of this proposal.</p> <p>Overnight parking is prohibited where there are waiting restrictions.</p> <p>Any consequential impact will be assessed.</p>
Resident Roxby Road	Observation	<ul style="list-style-type: none"> - The lines stopped short of the steps to the house and vehicles block them as a result. Can the lines be extended past the steps to prevent this? 	<p>The proposal is to extend the waiting restriction past the steps.</p>
Resident Dog Kennel Lane	Observation	<ul style="list-style-type: none"> - Would be unable to access the drive should a vehicle be parked in the new proposed spaces. Could proposed yellow lines be extended past the drive to maintain 24 hour access (required). 	<p>Proposal amended so restrictions are only around the bellmouth junction to prevent parking at the junction.</p>
Resident Dog Kennel Lane	Observation	<ul style="list-style-type: none"> - If you restrict the parking on the east side of dog kennel lane then tractors with wide loads will be have difficulties when they come down the descent of Peaslands and approach the main road at church hill. - When cars are parked on the East side the tractors can allow their wide suspended loads to encroach above the wide grass verge thus avoiding any collision with parked cars. If the cars are parked on the west side of dog kennel then the wide vehicles are forced onto the smaller eastern verge and close to boundary walls with their mounted loads. - The visibility at the junction of Rectory lane/dog kennel lane and cars parked up near the junction on the Eastern side; I have used that junction a minimum of 6 times daily for the 	<p>Proposal amended so restrictions are only around the bellmouth junction.</p>

Responder and location.	Objection / Observation	Comment.	Officer Response.
		<p>past 2.5 years and never considered that there was poor visibility to turn right into Dog kennel lane.</p>	
Resident Whitbygate	Observation / Objection	<p>- there has never been any issues with parking or vehicle flow other than when the dray lorries park outside the Buck pub at the south entrance of Whitby Gate. There is a yellow line there to indicate no parking but this cannot be enforced.</p> <p>- You are proposing to extend this line further up Whitby Gate to the Doctors surgery which I think should be left as it is and so I object to this change.</p> <p>- Three yellow no waiting lines are proposed further up Whitby Gate, at entrance to Brook Lane, Directly Opposite Coach House and between number 9 and Whitby Gate Lodge. The yellow line outside Brook Lane as that needs to be kept clear as that can be tight for bin lorries.</p> <p>- Object to the other two that have been added without giving any thought to residents parking needs (vicinity of No. 6 and No. 10 Whitby Gate).</p>	<p>We are proposing a "no loading" restriction on the western side of the junction to alleviate the issue adjacent to Whitby Gate.</p> <p>We are not proposing to extend the waiting restrictions at this location.</p> <p>We are not proposing waiting restrictions opposite Coach House or between no. 9 and Whitby Gate Lodge.</p>
Resident Roxby Rd	Observations	<p>- Would like an extension to the proposals as they currently have an 'H' bar that gets ignored on occasions and would improve the safety of pedestrians using Archway Lane.</p> <p>- Extend the restrictions to include an area in front of the playground where there are currently white keep clear markings.</p>	<p>Proposed restrictions are considered sufficient. There has not been sufficient representation from the existing residents through either the public exhibition or formal consultation to demonstrate that further restrictions are required.</p> <p>Restrictions are proposed at this location.</p>

Responder and location.	Objection / Observation	Comment.	Officer Response.
		- The installation of a traffic mirror at the end of Archway Lane.	This is a separate matter to this proposal.
Resident High Street	Objection	- Object to the proposals in front of the Grange guest house. There is insufficient parking for residents and these proposals would make it worse.	Proposals amended to retain the on-street parking adjacent to The Grange guest house.
Resident Whitbygate	Objection	<ul style="list-style-type: none"> - Yellow lines are a disproportionate response as there is rarely a problem. - Limited parking available and have mobility difficulties. - Suggests residents parking as visitors have a car park. - Unsure what exemptions are. 	<p>We are not proposing any additional waiting restrictions on Whitbygate other than making the seasonal restriction opposite Brook Lane permanent. This is to ensure there is unrestricted space for vehicles to manoeuvre in and out of the junction all year.</p> <p>Residents Parking Scheme does not form part of this proposal.</p> <p>Explanation provided.</p>
Resident The Rise	Observations	<ul style="list-style-type: none"> - Waiting restrictions should be extended to South Croft, Low Croft and No23 The Rise on both sides of the short cul-de-sac - 80m. - Displaced vehicles from other, nearby locations will cause a problem at the locations mentioned above. - Unclear what exemptions there are. 	<p>Proposed restrictions are considered sufficient. There has not been sufficient representation from the existing residents through either the public exhibition or formal consultation to demonstrate that further restrictions are required.</p> <p>Explanation provided.</p>
Resident	Observation	- No waiting at any time should be extended across the front of Newbald House as motorists that park on the small grass verge create potential hazard for moving traffic passing this location.	Proposed restrictions are considered sufficient. There has not been sufficient representation from the existing residents through either the public exhibition or formal consultation to demonstrate that further restrictions are required.

Responder and location.	Objection / Observation	Comment.	Officer Response.
Resident High Street.	Objection	<ul style="list-style-type: none"> - Depend on current parking space (one of seven properties) between Outgang Lane and Priestman's Lane as we have no alternative parking near residence. - Can utilise some four spaces in front of the Grange guesthouse but proposals will remove them and therefore object. -Needs clarification of what ' prohibition of waiting with exemptions' means. - Would like residents parking. 	<p>Proposals amended to retain the on-street parking adjacent to The Grange. Objection withdrawn.</p> <p>Explanation provided.</p> <p>Residents Parking Scheme does not form part of these proposals.</p>
Resident Whitbygate.	Objection	<ul style="list-style-type: none"> - Additional yellow lines will displace Blue Badge holders further up the street. - The two 'Keep Clear' markings are usually respected and residents get a chance to park. - The proposals will devalue property. 	<p>We are not proposing any additional waiting restrictions on Whitbygate other than making the seasonal restriction opposite Brook Lane permanent. This is to ensure there is unrestricted space for vehicles to manoeuvre in and out of the junction all year.</p> <p>Objection now withdrawn</p>
Resident Maltongate	Observation	Suggested waiting restrictions were also provided on the western side of Maltongate between Roxby Terrace and the property named "Newby"	Waiting restrictions are already proposed on the eastern side of the road at this location. To prevent parking altogether is considered excessive and may displace vehicles to the adjacent residential streets.

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 & Transportation
Proposal being screened	Proposed Traffic Regulation Orders in respect of Prohibition of Waiting, Prohibition of Loading, Parking and Disabled Parking on various roads in Thornton le Dale
Officer(s) carrying out screening	Tim Coyne
What are you proposing to do?	The proposal includes amendments to the existing waiting restrictions. The introduction of new waiting restrictions, loading restrictions and a disabled parking bay on various streets in Thornton le Dale
Why are you proposing this? What are the desired outcomes?	Following a review of the existing waiting restrictions in Thornton le Dale it was discovered that some of the existing yellow lines and parking bays were not legalised through a Traffic Regulation Order (TRO). It was also found that where a TRO was in place the yellow lines on the ground and parking bays did not always replicate the description in the Order. This obviously causes issues for the Civil Parking Enforcement Officers when they try to address parking violations within the village. The opportunity was also taken through consultation to address any existing issues in the village through the introduction of additional restrictions. A disabled parking bay is proposed in the village centre adjacent to the existing shops. A “no loading” restriction is also proposed on one side of a busy junction (Whitby Gate) to address highway safety issues for vehicles turning into the junction.
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? 	
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked ‘Don’t know/no info available’, then a full EIA should be carried	

out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	YES	No	
Age		No	
Disability		No	
Sex		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
NYCC additional characteristics			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
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:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	The proposed Traffic Regulation Order with regard to waiting restrictions will require the installation of new road markings (double and single 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 for blue badge holders will not be able to take place where the loading restriction id too to be implemented but this busy junction is not considered a suitable place to park due to highway safety concerns. A dedicated disabled parking bay will be created in the village centre.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	18/11/20		



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Waiting Restrictions
Brief description of proposal	The proposal includes amendments to the existing waiting restrictions. The introduction of new waiting restrictions, loading restrictions and a disabled parking bay on various streets in Thornton le Dale
Directorate	BES
Service area	Highways & Transportation
Lead officer	Tim Coyne
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	06/10/2020

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

No

What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

The cost of the lining and signing work is estimated to be in the region of £10,000 to be funded from the Area 4 Highways Offices Signs and Lines budget.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		X				
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Other		X				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>			X				
<p>Reduce water consumption</p>			X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise pollution (including air, land, water, light and noise)</p>		<p>X</p>				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p>X</p>				
<p>Enhance conservation and wildlife</p>		<p>X</p>				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>X</p>				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other (please state below)</p>						

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

No

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

Various concerns have been raised regarding the parking situation throughout Thornton-le-Dale. There are issues with some of the existing parking restrictions preventing effective enforcement, including missing signs, faded road markings and errors and omissions in the existing Consolidation Order Schedule. It was therefore decided to take the opportunity to review all the parking restrictions across the whole village and, following input from the local Member, Parish Council and residents, proposed new parking restrictions for the village have been developed. Any existing restrictions would be revoked and replaced with the new proposals. These proposals are not considered to have an impact on Climate Change.

Sign off section

This climate change impact assessment was completed by:

Name	Tim Coyne
Job title	Improvement Manager
Service area	Highways & Transportation
Directorate	BES
Signature	
Completion date	06/10/20

Authorised by relevant Assistant Director (signature):Barrie Mason

Date: 18/11/20

**REVOCATION OF TRAFFIC REGULATION ORDERS AND PROPOSED NEW ORDER IN
RESPECT OF WAITING RESTRICTIONS, LOADING AND UNLOADING, PARKING AND
DISABLED PARKING
VARIOUS STREETS, THORNTON LE DALE**

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

LEGAL POWERS AND DUTIES

Under Section 1(1) of the Road Traffic Regulation Act 1984 the County Council, as traffic authority for North Yorkshire, has powers to make a Traffic Regulation Order (TRO) where it appears expedient to make it on one or more of the following grounds:-

- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs; or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality).

Section 122(1) of the Road Traffic Regulation Act 1984 also provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

REASONS FOR MAKING THE ORDER

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

Various concerns have been raised regarding the parking situation throughout Thornton-le-Dale. There are issues with some of the existing parking restrictions preventing effective enforcement, including missing signs, faded road markings and errors and omissions in the existing Consolidation Order Schedule. It was therefore decided to take the opportunity to review all the parking restrictions across the whole village and, following input from the local Member, Parish Council and residents, proposed new parking restrictions for the village have been developed. Any existing restrictions would be revoked and replaced with the new proposals.

Thornton le Dale is very popular with tourists and although there is a village car park many visitors take advantage of free parking on the adjacent streets. Where amendments to the existing arrangements are proposed these are considered necessary to facilitate the safer movement of vehicular and pedestrian traffic.

Loading restrictions are considered necessary on one side of a busy junction (Whitby Gate) with the A170 to improve the safety for vehicles entering the junction from the main road.

There is no change proposed to the existing parking/loading arrangements within the village with the exception that a Disabled parking bay is being provided in the village centre outside the existing shops to benefit Blue Badge holders.

Location(s) of Proposed Order

THE SCHEDULE

ROADS IN THE VILLAGE OF THORNTON LE DALE

PROHIBITION OF WAITING AT ALL TIMES WITH EXEMPTIONS

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Pickering Road, A170.	South.	From a point 38 metres west of the centreline of its junction with Maltongate, westwards to a point 32 metres west of its junction with Roxby Road.
2.	Pickering Road, A170.	North.	From a point 32 metres west of the centreline of its junction with Whitbygate, westwards for 72 metres.
3.	Maltongate, C67.	West.	From its junction with Pickering Road, southwards to a point 16 metres south of the centreline of its junction with Pickering Road.
4.	Maltongate, C67.	East.	From its junction with Pickering Road to its junction with Westgate.
5.	Unnamed link road between Maltongate and Chestnut Avenue, A170.	North West.	Its whole length.
6.	Unnamed link road between Maltongate and Chestnut Avenue, A170.	South East.	From its junction with Chestnut Avenue, south westwards to a point 13 metres northeast of the centreline of its junction with Maltongate.
7.	Roxby Road.	North & East.	From its junction with Maltongate, west and northwards to a point 79 metres west and north of the centreline of its junction with Maltongate.
8.	Roxby Road.	South.	

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			From its junction with Maltongate, westwards to a point 34 metres west of the centreline of its junction with Maltongate.
9.	Roxby Road.	West.	From its junction with The Rise, northwards to a point 29 metres north of the centreline of its junction with The Rise.
10.	Roxby Road.	South.	From its junction with The Rise, eastwards to a point 12 metres east of the centreline of its junction with The Rise.
11.	Roxby Road.	West.	From a point 16 metres south of the centreline of its junction with Roxby Terrace, northwards to a point 10 metres north of the centreline of its junction with Roxby Terrace.
12.	Roxby Road.	Both.	From a point 15 metres south of the centreline of its junction with Castle Garth, northwards to a point 15 metres north of the centreline of its junction with Castle Garth.
13.	Roxby Road.	West.	From its junction with Pickering Road, southwards to a point 111 metres south of the centreline of its junction with Pickering Road.
14.	Roxby Road.	East.	From its junction with Pickering Road, southwards to a point 40 metres south of the centreline of its junction with Pickering Road.
15.	Roxby Road.	East.	From a point 80 metres south of the centreline of its junction with Pickering Road, southwards to a point 109 metres south of the centreline of its junction with Pickering Road.
16.	The Rise.	East.	From its junction with Roxby Road, southwards to a point 21 metres south of the centreline of its junction with Roxby Road.
17.	Roxby Terrace.	South.	Its whole length.
18.	Roxby Terrace.	North.	From its junction with Maltongate, westwards to a point 65 metres west of the centreline of its junction with Maltongate.
19.	Castle Garth.	Both.	From its junction with Roxby Road, westwards to a point 25 metres west of the centreline of its junction with Roxby Road.
19.	Maltongate, C67.	West.	From a point 27 metres south of the centreline of its junction with Roxby Road, northwards to a point 30 metres north of the centreline of its junction with Roxby Road.

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20.	Maltongate, C67.	West.	From a point 10 metres north of the centreline of the vehicular access to "Rookwood", southwards to a point 17 metres south of the centreline of the vehicular access to "Rookwood".
21.	Maltongate, C67.	West.	From a point 15 metres south of the centreline of its junction with Roxby Terrace, northwards to a point 117 metres south of the centreline of its junction with Pickering Road.
22.	Dog Kennel Lane.	Both.	From its junction with Church Hill, southwards to a point 12 metres south of the centreline of its junction with Church Hill.
23.	Hurrell Lane.	West.	From its junction with High Street to its junction with South Lane.
24.	Hurrell Lane.	East.	From its junction with High Street, southwards to a point 89 metres south of the centreline of its junction with High Street.
25.	South Lane.	Both.	From its junction with Hurrell Lane, westwards to a point 9 metres west of the centreline of its junction with Hurrell Lane.
26.	Whitbygate, C67.	West.	From a point 45 metres north of the centreline of its junction with Pickering Road, northwards to a point 56 metres north of the centreline of its junction with Pickering Road.
27.	Whitbygate, C67.	East.	From its junction with Pickering Road to its junction with Ellerburn Road.
28.	Whitbygate, C67.	West.	From a point 5 metres north of the centreline of its junction with Ellerburn Road, southwards to a point 144 metres north of the centreline of its junction with Pickering Road.
29.	Chestnut Avenue, A170.	South.	From its junction with the unnamed link road to Maltongate to its junction with Church Hill.
30.	Chestnut Avenue, A170.	North.	From a point 96 metres east of the centreline of its junction with Maltongate, eastwards to its junction with Church Hill.
31.	Church Hill, A170.	Both.	From its junction with Chestnut Avenue to the centreline of its junction with Dog Kennel Lane.
32.	High Street, A170.	North.	From its junction with Priestman's Lane to its junction with Outgang Lane.
33.	High Street, A170.	South.	From its junction with Rectory Lane, eastwards to a point 182 metres east of the centreline of its junction with Rectory Lane.

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34.	High Street, A170.	South.	From its junction with Hurrell Lane, westwards to a point 126 metres west of the centreline of its junction with Hurrell Lane.
35.	Prospect Place.	Both.	From its junction with Pickering Road, northwards to a point 20 metres north of the centreline of its junction with Pickering Road.
36.	Brook Lane.	Both.	From its junction with Whitbygate, eastwards to a point 40 metres east of the centreline of its junction with Whitbygate.
37.	Brook Lane.	West.	From its junction with Chestnut Avenue, northwards to a point 67 metres north of the centreline of its junction with Chestnut Avenue.
38.	Brook Lane.	East.	From its junction with Chestnut Avenue, northwards to a point 26 metres north of the centreline of its junction with Chestnut Avenue.
39.	Unnamed spur road off Brook Lane towards Ellerburn Road.	Both.	From its junction with Brook Lane, northwards to a point 44 metres north of the centreline of its junction with Brook Lane.
40.	Priestman's Lane.	Both.	From its junction with Church Hill, northwards to a point 116 metres north of the centreline of its junction with Church Hill.
41.	Priestman's Lane.	North.	From a point 108 metres northeast of the centreline of its junction with Ellerburn Road, eastwards to a point 134 metres northeast of the centreline of its junction with Ellerburn Road.
42.	Church Lane.	Both.	From its junction with Priestman's Lane, eastwards to a point 13 metres east of the centreline of its junction with Priestman's Lane.

PROHIBITION OF WAITING AND LOADING AT ALL TIMES

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Whitbygate, C67.	West.	From its junction with Pickering Road, northwards to a point 34 metres north of the centreline of its junction with Pickering Road.
2.	Maltongate, C67.	West.	From a point 36 metres south of the centreline of its junction with Pickering Road, to a point 48 metres south of the centreline of its junction with Pickering Road.

PROHIBITION OF WAITING BETWEEN 9 AM AND 6 PM, 21ST MARCH TO 6TH OCTOBER

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Brook Lane.	North.	From a point 40 metres east of the centreline of its junction with Whitbygate, eastwards to its junction with the unnamed spur road off Brook Lane towards Ellerburn Road.
2.	Brook Lane.	South.	From a point 40 metres east of the centreline of its junction with Whitbygate, eastwards to a point 67 metres north of the centreline of its junction with Chestnut Avenue.
3.	Ellerburn Road.	Both.	From its junction with Whitbygate to its junction with Priestman's Lane.
4.	Priestman's Lane.	Southeast, south & west side.	From its junction with Ellerburn Road to a point 116 metres north of the centreline of its junction with Church Hill.
5.	Priestman's Lane.	Northwest.	From its junction with Ellerburn Road, north-eastwards to a point 108 metres northeast of the centreline of its junction with Ellerburn Road.
6.	Priestman's Lane.	East.	From a point 134 metres northeast of the centreline of its junction with Ellerburn Road, southwards to a point 116 metres north of the centreline of its junction with Church Hill.

WAITING LIMITED BETWEEN THE HOURS OF 8 AM AND 6PM TO ONE HOUR WITH NO RETURN WITHIN TWO HOURS

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Maltongate, C67.	West.	From a point 23 metres south of the centreline of its junction with Pickering Road, to a point 36 metres south of the centreline of its junction with Pickering Road.
2.	Maltongate, C67.	West.	From a point 48 metres south of the centreline of its junction with Pickering Road, to a point 86 metres south of the centreline of its junction with Pickering Road.
3.	Chestnut Avenue, A170.	North.	From a point 96 metres east of the centreline of its junction with Maltongate, westwards to a point 46 metres east of the centreline of its junction with Maltongate.

LOADING BAY

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Unnamed link road between Maltongate and Chestnut Avenue, A170.	South East.	From its junction with Maltongate north eastwards to a point 13 metres northeast of the centreline of its junction with Maltongate.

WAITING PROHIBITED AT ALL TIMES, EXCEPT FOR DISABLED PERSONS' VEHICLES

Column 1 Item	Column 2 Road	Column 3 Side	Column 4 Length
1.	Maltongate, C67.	West.	From a point 16 metres south of the centreline of its junction with Pickering Road to a point 23 metres south of the centreline of its junction with Pickering Road.

REVOCATIONS & VARIATIONS

Those items in Schedule 1 of the North Yorkshire County Council (Prohibition of Waiting and Loading and Provision of Parking) (District of Ryedale) Consolidation Order 2013, as amended, that refer to Thornton-le-Dale are hereby revoked.

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.