



Agenda

Meeting held in private: Environment Directorate - Corporate Director and Executive Member - Highways and Transportation

To: Councillor Malcolm Taylor.

Date: Wednesday, 22 April 2026

Time: 9.30 am

Venue: Via Microsoft Teams

These meetings are private meetings. The agenda and papers for the meeting have been published for the purposes of openness and transparency. If a member of the public or press wishes to attend these meetings where there are extenuating circumstances, then they can request to do so via Maureen Wilson. Each request will be considered on its own merits.

Business

Items for Corporate Director decision

1. Review of Traffic Regulation Order - Proposed Residential Disabled Parking Bay - 25 Beck Hole, Cayton (*Pages 3 - 20*)
2. Review of Traffic Regulation Order - Proposed Residential Disabled Parking Bay - 25 Gatesgarth Close, Newby (*Pages 21 - 38*)
3. Review of Traffic Regulation Order - Proposed Residential Disabled Parking Bay - 48 Captain Cooks Close, Staithes (*Pages 39 - 54*)
4. Review of Traffic Regulation Order - Proposed Residential Disabled Parking Bay - High Street, Scalby (*Pages 55 - 72*)

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Tuesday, 14 April 2026

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North Yorkshire Council

Environment Executive Members

22 April 2026

Review of Traffic Regulation Order – Proposed Residential Disabled Parking Bay - 25 Beck Hole, Cayton

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 The purpose of the report is:
- i) to advise the Corporate Director for Environment in consultation with the Environment Executive Member for Highways and Transportation of the outcome of the public consultation, and
 - ii) for a decision to be made on whether to implement the changes, in view of the comments received.

2.0 SUMMARY

- 2.1 This report details the comments received during a public consultation exercise regarding an application made to North Yorkshire Council for the installation of a disabled parking bay outside 25 Beck Hole, Cayton, as shown (Appendix A).
- 2.2 The details of this case are outlined in this report.

3.0 BACKGROUND

- 3.1 Residential Disabled Parking Bays can be introduced to provide on-street parking in residential areas for 'blue badge' holders. The Council's policy states that provision of these bays should only be considered when an individual does not have access to off-street parking such as a driveway or a garage. Where a RDPB is provided it is not for the exclusive use of one resident but is available for use by any blue badge holder.
- 3.2 Disabled parking bays on the public highway require a Traffic Regulation Order (TRO) to be in place in order to be enforceable. Historically some advisory and therefore unenforceable residential disabled parking bays were introduced without a Traffic Regulation Order. The Traffic Signs Regulations and General Directions (TSRGD) 2016 (as amended) do not permit the use of disabled parking bay road markings without a TRO and, as a consequence, enforcement action cannot be taken against those that misuse the advisory bays.
- 3.3 The Residential Parking Bay Policy was approved in August 2011 which determined that only enforceable bays would be provided. In line with this decision a two-stage assessment process was put in place against which applications are assessed. The assessment criteria for both stages are outlined (Appendix B).
- 3.4 Applications for RDPB's are made using the North Yorkshire Council public website. Once an application is received an assessment is made of whether the applicant meets the Stage One criteria. This is undertaken by Customer Resolution Centre officers.

3.5 The next part of the process requires the local Area Highways Office to assess the application against the Stage Two, highway and site assessment criteria.

4.0 PROPOSALS

4.1 North Yorkshire Council Customer Resolution Centre received an application from a resident for a disabled parking bay to be installed within a comfortable walking distance of their home.

4.2 The Customer Resolution Centre carried out the Stage One assessment for this application and the criteria were met. The local Area Highways Office then carried out the Stage Two assessment and the criteria for this proposal were also deemed to be met. Description of the Stage 2 assessment can be found in (Appendix A).

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

5.1 The proposal has been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The original TRO change consultation was in May 2024 and involved an extension to an existing waiting restriction (double yellow lines), the relocation of an existing disabled parking bay and the addition of a new disabled parking bay. This consultation raised four responses in favour and six against the proposal. After much consideration an amendment was made to the original proposal. The amendment involved dispensing with the waiting restriction extension and the installation of the new bay adjoining the existing disabled bay left in its original position. A reconsultation exercise was carried out for this amended proposal in January 2026. Refer to plan showing details of the original proposal and the amendment. (Appendix A.)

5.2 A letter, copy of a plan showing the proposals (shown at Appendix A) and questionnaire were hand delivered to residents on 20 November 2025. The proposals were advertised on 22 January 2026. The last date for receipt of comments was 12 February 2026.

5.3 The proposals were hand delivered to 40 properties.

5.4 Responses received.

5.4.1 The reconsultation brought forth two responses in support of the proposal and five responses against the proposal.

5.5 Further details of the objections/comments received from residents are summarised, along with officer comments (Appendix C).

6.0 ALTERNATIVE OPTIONS

6.1 There are no alternative options.

7.0 FINANCIAL IMPLICATIONS

7.1 Funding is available from the existing Highways Area 3 Signs, Lines and TRO budget to support the installation of these measures for the proposed parking bays. The current estimate for installing a RDPB is £2000.

8.0 LEGAL IMPLICATIONS

8.1 Consideration has been given to the potential for any legal implications arising from the recommendations.

8.2 The process for the consideration of objections to Traffic Regulation Orders was approved by the Executive on 29 April 2014 and Council on 21 May 2014. The consideration of objections to TRO's is now a matter for the Environment Executive Members 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 for Environment in consultation with the Environment Executive Member for Highways & Transport. 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 of the three criteria set out below:

- The proposal affects more than one street or road
- The proposal affects more than one community
- The proposal is located within the ward of more than one Councillor.

8.2.1 This proposed TRO change is wholly within the council division of one member; therefore, this would not be classed as a wide area impact TRO.

8.3 In the event that the Executive Member for Highways & Transportation and the Corporate Director – Environment resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make a Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press. The 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.

8.4 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.

8.5 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this report, officers consider that the Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.

8.6 In accordance with the protocol for Environment Executive Member reports, the local Elected Members will be provided with a copy of this report and be invited to the meeting on 22 April 2026.

9.0 EQUALITIES IMPLICATIONS

9.1 An Equality Impact Assessment has been completed for the Residential Disabled Parking Bay Protocol, and it is published on the North Yorkshire Council website. The provision of RDPB's will enhance accessibility for mobility impaired residents enabling them to participate positively in community life.

9.2 A screening form has been included (Appendix D).

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 Consideration has also been given to the potential for any adverse climate change impacts arising from the recommendations. It is the view of officers that the recommendations do not have any adverse impact on climate change. A copy of the Climate Change Impact Assessment decision form is attached (Appendix E).

11.0 REASONS FOR RECOMMENDATIONS

- 11.1 The resident wants to be provided with a disabled parking space within walking distance of their home. The eligibility criteria for this application have been met after undergoing the Stage One and Stage Two assessments.
- 11.2 The Guidance on Local Transport Plans published in 2009 imparts on local highway authorities a specific duty to “have regard to the needs of disabled people”. This resulted in the first consultation exercise in May 2024 and the reconsultation carried out in January / February 2026.
- 11.3 Respondents to both consultations made similar comments upon which the objections were raised, namely:
- Most of the residents in the Beck Hole cul de sac are elderly and many have health and mobility issues.
 - The site is visited by a variety of support and maintenance workers, carers, nurses and doctors.
 - There is a lack of parking on this site, and insufficient parking areas available (22 in total) to cater for the number of properties (38 in total).
 - The proposal would replace two valuable, general purpose parking spaces with one blue badge space.
 - Rather than a single additional disabled parking bay, a better parking regime is needed such as the conversion of some existing grassed areas into parking bays (The grassed areas are not on highway or council owned land, the housing association are assumed to be landowner) or a resident parking permit controlled site.
- 11.4 The officer recommendations made in this report result from careful scrutiny of the responses received from the consultation exercise. In deciding whether or not to approve the proposal, committee should also carefully consider the details given in the responses. Two separate consultations at this site raised similar objections with respondents claiming the proposal would make the existing parking problems even more difficult and the core reasons for the parking problems not being addressed. It would seem reasonable to conclude that any further consultations would yield the same results.
- 11.5 Consultation has also taken place with the local elected member for the ward where the application is located. The local member has supplied the following comment:
“I have no objections to the application. However, I note the objections made and know that space is a premium in Beck Hole. The problem is sometimes people living on Main Street and Beck Mews are struggling with space and tend to try to park on Beck Hole. It is a difficult decision’

12.0 RECOMMENDATIONS

- 12.1 It is recommended that the results of the consultation exercise are noted.
- 12.2 The Corporate Director, Environment, in consultation with the Environment Executive Member for Highways and Transport, approves the introduction of a new residential disabled parking bay at 25 Beck Hole, Cayton as shown in the Plan contained (Appendix A).
- 12.3 The Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment and Environment Executive Member in light of the objections received and that the objectors are notified of the making of the Order within 14 days of it being made.

APPENDICES:

- Appendix A Consultation Location Plans
- Appendix B Assessment / Eligibility Criteria
- Appendix C Summary of Objections
- Appendix D Equalities Screening Form
- Appendix E Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

None

Barrie Mason
Assistant Director - Highways and Infrastructure
County Hall
Northallerton
31 March 2026

Author of Report: John Hough, Project Engineer, Area 3 Highways
Presenter of Report: Hannah Benson, Area Manager

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Assessment / Eligibility Criteria

Stage One – applicant conditions

The applicant must be:

- The blue badge holder.
- The driver of the vehicle (evidence of driver's licence and vehicle ownership will be required).
- Requesting a disabled parking bay for the same address as their blue badge has been issued.
- Unable or virtually unable to walk or propel a wheelchair for a comfortable distance outside the home – estimation of comfortable walking distance required.
- Unable to access suitable off-street parking, for example a driveway, garage or parking place provided by a housing association or social landlord.
- Unable to regularly park their vehicle on the public highway within a comfortable distance of their household.

If you do not meet all these criteria, but feel that your case is exceptional, please contact us. We will be able to assess your eligibility and advise you on whether to proceed with an application.

Stage Two – Highway specific conditions

We will make our decision on the following highway specific conditions. The application may be denied if one or more of the following exist:

- We believe there is reasonable evidence to suggest that the driver can regularly park their vehicle within a comfortable distance of their household either off-street or on-street.
- The request is for a highway that is not maintainable at public expense.
- The driver has access to suitable off-street parking, for example a driveway or garage. The suitability of the off-street parking facility will be considered in line with government guidance, specifically:
 - Whether it is located on firm and level ground
 - Whether the gradient is reasonable
 - Whether there is space to enable the disabled driver to get into the car easily and safely
- Waiting restrictions (for example double/single yellow lines, clearways / bus stop clearways and school keep clear road markings) are already in place or have been proposed in the requested location.
- The request is within a Controlled Parking Zone.
- Access or visibility will be impaired by the parking bay.
- The road is not wide enough to allow the free flow of traffic when a vehicle is parked in the bay.
- The location is listed in the Highway Code as a place where vehicles should not be parked.
- The road has a speed limit over 30mph.
- The current number of disabled parking bays installed is higher than 10% of the total number of residential properties or 10% of the number of parking spaces in the street, whichever is higher i.e. 40 houses = maximum number of 4 Disabled Bays in that street.

If either the stage 1 or stage 2 criteria are not satisfied, then the request will be declined. The process includes the assessments above, and the preparation of a Traffic Regulation Order.

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Summary of objections for proposed Residential Disabled Parking Bay

Proposed disabled parking bay at, 25 Beck Hole, Cayton	
Summary of comments	Officer comments
<p><u>Resident of Beck Hole</u></p> <p>The said parking bay will only help the people who live in the allocated areas. I myself do not drive, so I can see what goes on in the car park and it is frustrating for blue badge owners when there is no place for them to park. It is a very busy car park and far too small. What is needed is for the park to be extended, there is plenty of ground for that to be done in two areas of Beck Hole. There are residents who own more than one car also working vans. I think most of the residents own a blue badge and do myself. Elderly and care workers need space. In other words the car park in Beck Hole is far too small.</p>	<p>The car park mentioned by the respondent has space for 16 cars. The location of the proposed bay is not in the car park. It is on the east side of the access road where there is space for 6 cars which would reduce to 4 with an extra disabled bay.</p> <p>The ground mentioned is not council owned land so this is not a NYC issue and would be a matter for residents to discuss with the housing association.</p>
<p><u>Resident of Beck Hole</u></p> <p>We have discussed a disabled parking bay outside no 25. We do not feel this is helpful to put disabled parking bays, previously when there were some for some reason it made it harder to park. If anything there should be resident only parking with permits that residents can give to their visitors. My mum does not have a car, but has a blue badge, she is dependent on us to use our cars to enable her to leave her home. There are lots of disabled people who live at beck hole and struggle to park, and the couple who want the parking manage to get on 3 week holidays without any problem, lots of the folk here struggle to get out of the door.</p>	<p>The respondent, providing the blue badge is displayed, would be allowed to use a disabled parking bay for pick up and drop off.</p>
<p><u>Anonymous resident of Beck Hole</u></p> <p>No I don't agree with it to go ahead. There are lots of people up here who have a long walk when you can get a park near their live is straight out of the car up their path to door. The ? 2 blue badge parking is and there is one which to make it fair it should be taken away because it's been here for years and unfair to others who can't use it so we do not agree.</p> <p>If one gets it everybody should we get car parking in here, other people on to confirm there is not enough parking space, 1 moves out another jumps in. I think we should take some of the grass up. I like to see green, tarmac, but door numbers on like the new ones have got then it leaves car parking for other people carers, workers coming to road nurses, doctors etc. It's hard not getting a park when this is a lot of people</p>	<p>This hand written response was almost illegible. The text has been transcribed with the help of the CoPilot AI tool but the meaning is still difficult to interpret.</p> <p>The general message that comes through is that parking is limited and there are lots of visitors, carers, workers and doctors placing extra burden on the small car park.</p> <p>Many of the residents, have health issues and any improvements should be fair and equal for all residents.</p>

<p>and sometimes when we parked on yellow lines on the bend we have to reverse out we would all like one. If one gets it we all should there are a lot of us who have a long walk with shopping bags, who do have balance problems, back trouble, and leg problems who can't walk far at all, or health issues. The removal to parking bays in front of centre takes up causes too much trouble. People think we have the right and it's theirs, which left one which is near 25 Beck Hole which, some people park in it and nobody else to park in there, be better taking it up to make it fair. For others, less trouble. If one gets one everybody should and the one left no one gets to park in it causes trouble. No I don't agree with it to go ahead we have health issues as well. Thank you</p>	<p>The response also calls for the existing blue badge parking bay to be removed.</p>
<p><u>Resident of Beck Hole</u></p> <p>Putting another disabled bay in is going to lose approx. 2 places for parking unless the double yellow lines were taken and changed. The parking is already not enough and making this it would be worse. The closest place to park is Limekiln Lane which for the majority of people living here is a 20 minute walk of which for many is not possible.</p>	<p>Limekiln Lane runs to the back of the Beck Hole cul de sac but is separated by a masonry wall thus requiring a long walk back to Beck Hole. A breach in the wall behind the community centre would provide a convenient route for pedestrian access to Beck Hole. This is not a NYC issue and would be a matter for residents to discuss with the housing association.</p>
<p><u>Resident of Beck Hole</u></p> <p>It will take up 3 spaces and space is an absolute premium. Those who won't be able to park on the road will have to park in Beck Hole car park and there is not enough space already for the residents.</p>	<p>A disabled parking bay is 6.6m, which is approx 1.3 standard parking spaces.</p>

Initial equality impact assessment screening form (As of October 2015, this form replaces 'Record of decision not to carry out an EIA')			
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	Environment		
Service area	Highways & Infrastructure		
Proposal being screened	Traffic Regulation Orders – Proposed installation of a residential disabled parking bay.		
Officer(s) carrying out screening	John Hough		
What are you proposing to do?	Installation of a residential disabled parking bay at: 25 Beck Hole, Cayton		
Why are you proposing this? What are the desired outcomes?	Resident has applied for RDPB outside or near their property going through the application process set out by NYC. The desired outcome is to provide this facility for the applicant.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 a significant 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	Yes	No	Don't know/No info available
Age		√	
Disability		√	
Sex (Gender)		√	
Race		√	
Sexual orientation		√	
Gender reassignment		√	
Religion or belief		√	
Pregnancy or maternity		√	
Marriage or civil partnership		√	
NYC additional characteristic			
People in rural areas		√	
People on a low income		√	

Carer (unpaid family or friend)		√	
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.	Blue badge holders will be able to park in the proposed bay therefore improving access for disabled people.		
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.	None		
Decision (Please tick one option)	EIA not relevant or proportionate:	√	Continue to full EIA:
Reason for decision	The proposed RDPB will have a positive impact on people with disabilities who are blue badge holders.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	31/03/2026		

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

Version 2: amended 11 August 2021

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 the summary section of the form below.

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

Title of proposal	Review of Traffic Regulation Order – Proposed Residential Disabled Parking Bay
Brief description of proposal	To introduce a Residential Disabled Parking Bay at 25 Beck Hole, Cayton.
Directorate	Environment
Service area	Highways & Infrastructure
Lead Officer	John Hough
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	13/02/2026

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.

None

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

The cost of implementing the road markings and traffic sign would be funded from the local highway area office's Signs, Lines and TRO budget. Maintenance of the road markings would be absorbed as part of the annual maintenance budget. Disabled parking bays will be enforced by North Yorkshire Council parking enforcement as part of their daily duties.

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How will this proposal impact on the environment? 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.		Positive impact	No impact	Negative impact	Explain why it will have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO_{2e} • Links to relevant documents 	Explain how you plan to mitigate any negative impacts	Explain how you plan to improve any positive outcomes as far as possible
Minimize greenhouse gas emissions eg. Reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		x				
	Emissions from construction		x		n/a		
	Emissions from running of buildings		x		n/a		
	Other		x				

Minimise waste : reduce, reuse, recycle and compost eg. reducing use of single use plastic					
Reduce water consumption		x			
Minimise pollution (including air, land, water, light and noise)		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</p>	<p>No impact</p>	<p>Negative impact</p>	<p>Explain why it will 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 CO_{2e} • 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>		x				
<p>Ensure resilience to the effects of climate change eg. reducing flood risk, mitigating effects of drier hotter summers</p>		x				
<p>Enhance conservation and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		x				
<p>Other (please state below)</p>		x				

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

None

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.

In summary, the Highway Authority's recommendation to install a disabled parking bay is expected to have a negligible impact on environmental issues. These proposals are not expected to have a significant effect on traffic speeds. The proposals are not anticipated to have any impact on the choice of mode of transport.

Sign off section.

This climate change impact assessment was completed by:

Name	John Hough
Job title	Project Engineer
Service area	Highways and Infrastructure
Directorate	Environment
Signature	
Completion date	

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 31/03/2026

North Yorkshire Council

Environment Executive Members

22 April 2026

Review of Traffic Regulation Order – Proposed Residential Disabled Parking Bay - 25 Gatesgarth Close, Newby

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 The purpose of the report is:
- i) to advise the Corporate Director for Environment in consultation with the Environment Executive Member for Highways and Transportation of the outcome of the public consultation, and
 - ii) for a decision to be made on whether to implement the changes, in view of the comments received.

2.0 SUMMARY

- 2.1 This report details the comments received during a public consultation exercise regarding an application made to North Yorkshire Council for the installation of a disabled parking bay outside 25 Gatesgarth Close, Newby, as shown (Appendix A).
- 2.2 The details of this case are outlined in this report.

3.0 BACKGROUND

- 3.1 Residential Disabled Parking Bays can be introduced to provide on-street parking in residential areas for 'blue badge' holders. The Council's policy states that provision of these bays should only be considered when an individual does not have access to off-street parking such as a driveway or a garage. Where a RDPB is provided it is not for the exclusive use of one resident but is available for use by any blue badge holder.
- 3.2 Disabled parking bays on the public highway require a Traffic Regulation Order (TRO) to be in place in order to be enforceable. Historically some advisory and therefore unenforceable residential disabled parking bays were introduced without a Traffic Regulation Order. The Traffic Signs Regulations and General Directions (TSRGD) 2016 (as amended) do not permit the use of disabled parking bay road markings without a TRO and, as a consequence, enforcement action cannot be taken against those that misuse the advisory bays.
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4.1 North Yorkshire Council Customer Resolution Centre received an application from a resident for a disabled parking bay to be installed within a comfortable walking distance of their home.

4.2 The Customer Resolution Centre carried out the Stage One assessment for this application and the criteria were met. The local Area Highways Office then carried out the Stage Two assessment and the criteria for this proposal were also deemed to be met.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

5.1 The proposal has been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. A letter, copy of a plan showing the proposal and questionnaire were hand delivered to residents on 21 January 2026. The proposal was advertised on 21 January 2026. The last date for receipt of comments was 12th February 2026. (Appendix).

5.2 The consultation material was hand delivered to 31 properties.

5.3 Responses received.

5.3.1 Six responses were received in support of the proposal and there was one response against the proposal. The single objection received from this consultation was submitted anonymously. It was badly handwritten and almost unintelligible.

5.4 Further details of the objections/comments received from residents are summarised, along with officer comments (Appendix C).

6.0 ALTERNATIVE OPTIONS

6.1 There are no alternative options.

7.0 FINANCIAL IMPLICATIONS

7.1 Funding is available from the existing Highways Area 3 Signs, Lines and TRO budget to support the installation of these measures for the proposed parking bays. The current estimate for installing a RDPB is £2000.

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

8.2.1 This proposed TRO change is wholly within the council division of one member; therefore, this would not be classed as a wide area impact TRO.

8.3 In the event that the Executive Member for Highways & Transportation and the Corporate Director – Environment resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make a Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press. The 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.

8.4 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.

8.5 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this report, officers consider that the Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.

8.6 In accordance with the protocol for Environment Executive Member reports, the local Elected Members will be provided with a copy of this report and be invited to the meeting on 22 April 2026.

9.0 EQUALITIES IMPLICATIONS

9.1 An Equality Impact Assessment has been completed for the Residential Disabled Parking Bay Protocol, and it is published on the North Yorkshire Council website. The provision of RDPB's will enhance accessibility for mobility impaired residents enabling them to participate positively in community life.

9.2 A screening form has been included (Appendix D).

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 Consideration has also been given to the potential for any adverse climate change impacts arising from the recommendations. It is the view of officers that the recommendations do not have any adverse impact on climate change. A copy of the Climate Change Impact Assessment decision form is attached (Appendix E).

11.0 REASONS FOR RECOMMENDATIONS

11.1 The resident wants to be provided with a disabled parking space within walking distance of their home. The eligibility criteria for this application have been met after undergoing the Stage One and Stage Two assessments.

- 11.2 The Guidance on Local Transport Plans published in 2009 imparts on local highway authorities a specific duty to “have regard to the needs of disabled people”. This resulted in the consultation exercise carried out last year. As previously mentioned, six responses were received in support of the proposal. The single handwritten objection was submitted anonymously, at the very last minute and the reasons given were unclear. The respondent appears to be referring to some yellow markings already in place. The photo below shows that these markings consist of three yellow painted dropped pedestrian kerbs just south of the proposed RDPB location. It isn't known who carried out the kerb painting, but they are not something that would be authorised by NYC. The markings have no bearing on the RDPB application.



- 11.2.1 The officer recommendations made in this report result from careful scrutiny of the responses received from the consultation exercise. The assessment criteria have been met so no practical reasons were found to refuse the application.
- 11.3 Consultation has also taken place with the local elected member for the ward where the application is located. The local member has expressed they have no objection to locating a disabled bay in this location and added that there are many persons of advanced age and disability for whom it will be an asset.

12.0 RECOMMENDATIONS

- 12.1 It is recommended that the results of the consultation exercise are noted.
- 12.2 The Corporate Director, Environment, in consultation with the Environment Executive Member for Highways and Transport, approves the introduction of a new residential disabled parking bay at 25 Gatesgarth Close as shown in the Plan contained (Appendix A).
- 12.3 The Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment and Environment Executive Member in light of the objections received and that the objectors are notified of the making of the Order within 14 days of it being made.

APPENDICES:

- Appendix A Consultation Location Plans
- Appendix B Assessment / Eligibility Criteria
- Appendix C Summary of Objections
- Appendix D Equalities Screening Form
- Appendix E Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

None

Barrie Mason
Assistant Director - Highways and Infrastructure
County Hall
Northallerton
30 March 2026

Author of Report: John Hough, Project Engineer, Area 3 Highways
Presenter of Report: Hannah Benson, Area Manager

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Consultation Location Plan



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Assessment / Eligibility Criteria

Stage One – applicant conditions

The applicant must be:

- The blue badge holder.
- The driver of the vehicle (evidence of driver's licence and vehicle ownership will be required).
- Requesting a disabled parking bay for the same address as their blue badge has been issued.
- Unable or virtually unable to walk or propel a wheelchair for a comfortable distance outside the home – estimation of comfortable walking distance required.
- Unable to access suitable off-street parking, for example a driveway, garage or parking place provided by a housing association or social landlord.
- Unable to regularly park their vehicle on the public highway within a comfortable distance of their household.

If you do not meet all these criteria, but feel that your case is exceptional, please contact us. We will be able to assess your eligibility and advise you on whether to proceed with an application.

Stage Two – Highway specific conditions

We will make our decision on the following highway specific conditions. The application may be denied if one or more of the following exist:

- We believe there is reasonable evidence to suggest that the driver can regularly park their vehicle within a comfortable distance of their household either off-street or on-street.
- The request is for a highway that is not maintainable at public expense.
- The driver has access to suitable off-street parking, for example a driveway or garage. The suitability of the off-street parking facility will be considered in line with government guidance, specifically:
 - Whether it is located on firm and level ground
 - Whether the gradient is reasonable
 - Whether there is space to enable the disabled driver to get into the car easily and safely
- Waiting restrictions (for example double/single yellow lines, clearways / bus stop clearways and school keep clear road markings) are already in place or have been proposed in the requested location.
- The request is within a Controlled Parking Zone.
- Access or visibility will be impaired by the parking bay.
- The road is not wide enough to allow the free flow of traffic when a vehicle is parked in the bay.
- The location is listed in the Highway Code as a place where vehicles should not be parked.
- The road has a speed limit over 30mph.
- The current number of disabled parking bays installed is higher than 10% of the total number of residential properties or 10% of the number of parking spaces in the street, whichever is higher i.e. 40 houses = maximum number of 4 Disabled Bays in that street.

If either the stage 1 or stage 2 criteria are not satisfied, then the request will be declined. The process includes the assessments above, and the preparation of a Traffic Regulation Order.

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Initial Equality Impact Assessment Screening Form			
(As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
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	Environment		
Service area	Highways & Infrastructure		
Proposal being screened	Traffic Regulation Orders – Proposed installation of a residential disabled parking bay (RDPB).		
Officer(s) carrying out screening	John Hough		
What are you proposing to do?	Installation of a residential disabled parking bay at: 25 Gatesgarth Close, Newby		
Why are you proposing this? What are the desired outcomes?	Resident has applied for RDPB outside or near their property going through the application process set out by NYC. The desired outcome is to provide this facility for the applicant.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 a significant 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	Yes	No	Don't know/No info available
Age		√	
Disability		√	
Sex (Gender)		√	
Race		√	
Sexual orientation		√	
Gender reassignment		√	
Religion or belief		√	
Pregnancy or maternity		√	
Marriage or civil partnership		√	

NYC additional characteristic			
People in rural areas		√	
People on a low income		√	
Carer (unpaid family or friend)		√	
Does the proposal relate to an area where there area known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	Blue badge holders will be able to park in the proposed bay therefore improving access for disabled people.		
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.	None		
Decision (Please tick one option)	EIA not relevant or proportionate:	√	Continue to full EIA:
Reason for decision	The proposed RDPB will have a positive impact on people with disabilities who are blue badge holders.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	31/03/2026		

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

Version 2: amended 11 August 2021

<p>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</p> <p>However, you will still need to summarise your findings in the summary section of the form below.</p> <p>Please contact climatechange@northyorks.gov.uk for advice.</p>	
Title of proposal	Review of Traffic Regulation Order – Proposed Residential Disabled Parking Bay (RDPB)
Brief description of proposal	To introduce a RDPB at 25 Gatesgarth Close, Staithes.
Directorate	Environment
Service area	Highways & Infrastructure
Lead Officer	John Hough
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	13/02/2026

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.

None

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

The cost of implementing the road markings and traffic sign would be funded from the local highway area office's Signs, Lines and TRO budget. Maintenance of the road markings would be absorbed as part of the annual maintenance budget. Disabled parking bays will be enforced by North Yorkshire Council parking enforcement as part of their daily duties.

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How will this proposal impact on the environment? 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.		Positive impact	No impact	Negative impact	Explain why it will have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO_{2e} • Links to relevant documents 	Explain how you plan to mitigate any negative impacts	Explain how you plan to improve any positive outcomes as far as possible
Minimize greenhouse gas emissions eg. Reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		x				
	Emissions from construction		x		n/a		
	Emissions from running of buildings		x		n/a		
	Other		x				

Minimise waste : reduce, reuse, recycle and compost eg. reducing use of single use plastic					
Reduce water consumption		x			
Minimise pollution (including air, land, water, light and noise)		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</p>	<p>No impact</p>	<p>Negative impact</p>	<p>Explain why it will 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 CO_{2e} • 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>
Minimise pollution (including air, land, water, light and noise)		x				
Ensure resilience to the effects of climate change eg. reducing flood risk, mitigating effects of drier hotter summers		x				
Enhance conservation and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		x				
Other (please state below)		x				

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

None

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.

In summary, the Highway Authority's recommendation to install a disabled parking bay is expected to have a negligible impact on environmental issues. These proposals are not expected to have a significant effect on traffic speeds. The proposals are not anticipated to have any impact on the choice of mode of transport.

Sign off section

This climate change impact assessment was completed by:

Name	John Hough
Job title	Project Engineer
Service area	Highways and Infrastructure
Directorate	Environment
Signature	
Completion date	13/02/2026

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 31/03/2026

North Yorkshire Council

Environment Executive Members

22 April 2026

Review of Traffic Regulation Order – Proposed Residential Disabled Parking Bay - 48 Captain Cooks Close, Staithes

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

1.1 The purpose of the report is:

- i) to advise the Corporate Director for Environment in consultation with the Environment Executive Member for Highways and Transportation of the outcome of the public consultation, and
- ii) for a decision to be made on whether to implement the changes, in view of the comments received.

2.0 SUMMARY

- 2.1 This report details the comments received during a public consultation exercise regarding an application made to North Yorkshire Council for the installation of a disabled parking bay outside 48 Captain Cooks Close, Staithes, as shown (Appendix A).
- 2.2 The details of this case are outlined in this report.

3.0 BACKGROUND

- 3.1 Residential Disabled Parking Bays can be introduced to provide on-street parking in residential areas for 'blue badge' holders. The Council's policy states that provision of these bays should only be considered when an individual does not have access to off-street parking such as a driveway or a garage. Where a RDPB is provided it is not for the exclusive use of one resident but is available for use by any blue badge holder.
- 3.2 Disabled parking bays on the public highway require a Traffic Regulation Order (TRO) to be in place in order to be enforceable. Historically some advisory and therefore unenforceable residential disabled parking bays were introduced without a Traffic Regulation Order. The Traffic Signs Regulations and General Directions (TSRGD) 2016 (as amended) do not permit the use of disabled parking bay road markings without a TRO and, as a consequence, enforcement action cannot be taken against those that misuse the advisory bays.
- 3.3 The Residential Parking Bay Policy was approved in August 2011 which determined that only enforceable bays would be provided. In line with this decision a two-stage assessment process was put in place against which applications are assessed. The assessment criteria for both stages are outlined (Appendix B).
- 3.4 Applications for RDPB's are made using the North Yorkshire Council public website. Once an application is received an assessment is made of whether the applicant meets the Stage One criteria. Customer Resolution Centre officers undertake this.

3.5 The next part of the process requires the local Area Highways Office to assess the application against the Stage Two, highway, and site assessment criteria.

4.0 PROPOSALS

4.1 North Yorkshire Council Customer Resolution Centre received an application from a resident for a disabled parking bay to be installed within a comfortable walking distance of their home.

4.2 The Customer Resolution Centre carried out the Stage One assessment for this application and the criteria were met. The local Area Highways Office then carried out the Stage Two assessment and the criteria for this proposal were also deemed to be met.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

5.1 The proposal has been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. A letter, copy of a plan showing the proposal and questionnaire were hand delivered to residents on 20 November 2025. The proposal was advertised on 20 November 2025. The last date for receipt of comments was 11 December 2025 (Appendix A).

5.2 The consultation material was hand delivered to 45 properties.

5.3 Responses received.

5.3.1 Six responses were received in support of the proposal and there were two responses against the proposal.

5.4 Further details of the objections/comments received from residents are summarised, along with officer comments (Appendix C).

6.0 ALTERNATIVE OPTIONS

6.1 There are no alternative options.

7.0 FINANCIAL IMPLICATIONS

7.1 Funding is available from the existing Highways Area 3 Signs, Lines and TRO budget to support the installation of these measures for the proposed parking bays. The current estimate for installing a RDPB is £2000.

8.0 LEGAL IMPLICATIONS

8.1 Consideration has been given to the potential for any legal implications arising from the recommendations.

8.2 The process for the consideration of objections to Traffic Regulation Orders was approved by the Executive on 29 April 2014 and Council on 21 May 2014. The consideration of objections to TRO's is now a matter for the Environment Executive Members 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 for Environment in consultation with the Environment Executive Member for Highways & Transport. 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 the three criteria set out below:

- The proposal affects more than one street or road.
- The proposal affects more than one community.
- The proposal is located within the ward of more than one Councillor.

8.2.1 This proposed TRO change is within the council division of one member; therefore, this would not be classed as a wide area impact TRO.

8.3 In the event that the Executive Member for Highways & Transportation and the Corporate Director – Environment resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make a Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press. The 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.

8.4 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.

8.5 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this report, officers consider that the Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.

8.6 In accordance with the protocol for Environment Executive Member reports, the local Elected Members will be provided with a copy of this report and be invited to the meeting on 24 April 2026.

9.0 EQUALITIES IMPLICATIONS

9.1 An Equality Impact Assessment has been completed for the Residential Disabled Parking Bay Protocol, and it is published on the North Yorkshire Council website. The provision of RDPB’s will enhance accessibility for mobility impaired residents enabling them to participate positively in community life.

9.2 A screening form has been included (Appendix D).

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 Consideration has also been given to the potential for any adverse climate change impacts arising from the recommendations. It is the view of officers that the recommendations do not have any adverse impact on climate change. A copy of the Climate Change Impact Assessment decision form is attached (Appendix E).

11.0 REASONS FOR RECOMMENDATIONS

11.1 The resident wants to be provided with a disabled parking space within walking distance of their home. The eligibility criteria for this application have been met after undergoing the Stage One and Stage Two assessments.

11.2 The Guidance on Local Transport Plans published in 2009 imparts on local highway authorities a specific duty to “have regard to the needs of disabled people”. This resulted in the consultation exercise carried out last year.

- 11.2.1 The officer recommendations made in this report result from careful scrutiny of the responses received from the consultation exercise. Two responses indicated objections to the proposal. After scrutiny the reasons stated in these objections are considered not strong enough to uphold against supporting the needs of the applicant. More detailed explanations are given. The assessment criteria have been met so no practical reasons were found to refuse the application. (Appendix C).
- 11.3 Consultation has also taken place with the local elected member for the ward where the application is located. The local member has expressed they have no objections.

12.0 RECOMMENDATIONS

- 12.1 It is recommended that the results of the consultation exercise are noted.
- 12.2 The Corporate Director, Environment, in consultation with the Environment Executive Member for Highways and Transport, approves the introduction of a new residential disabled parking bay at 48 Captain Cooks Close, Staithes as shown in the Plan contained (Appendix A).
- 12.3 The Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment and Environment Executive Member considering the objections received and that the objectors are notified of the making of the Order within 14 days of it being made.

APPENDICES:

- Appendix A Consultation Location Plans
Appendix B Assessment / Eligibility Criteria
Appendix C Summary of Objections
Appendix D Equalities Screening Form
Appendix E Climate Change Impact Assessment

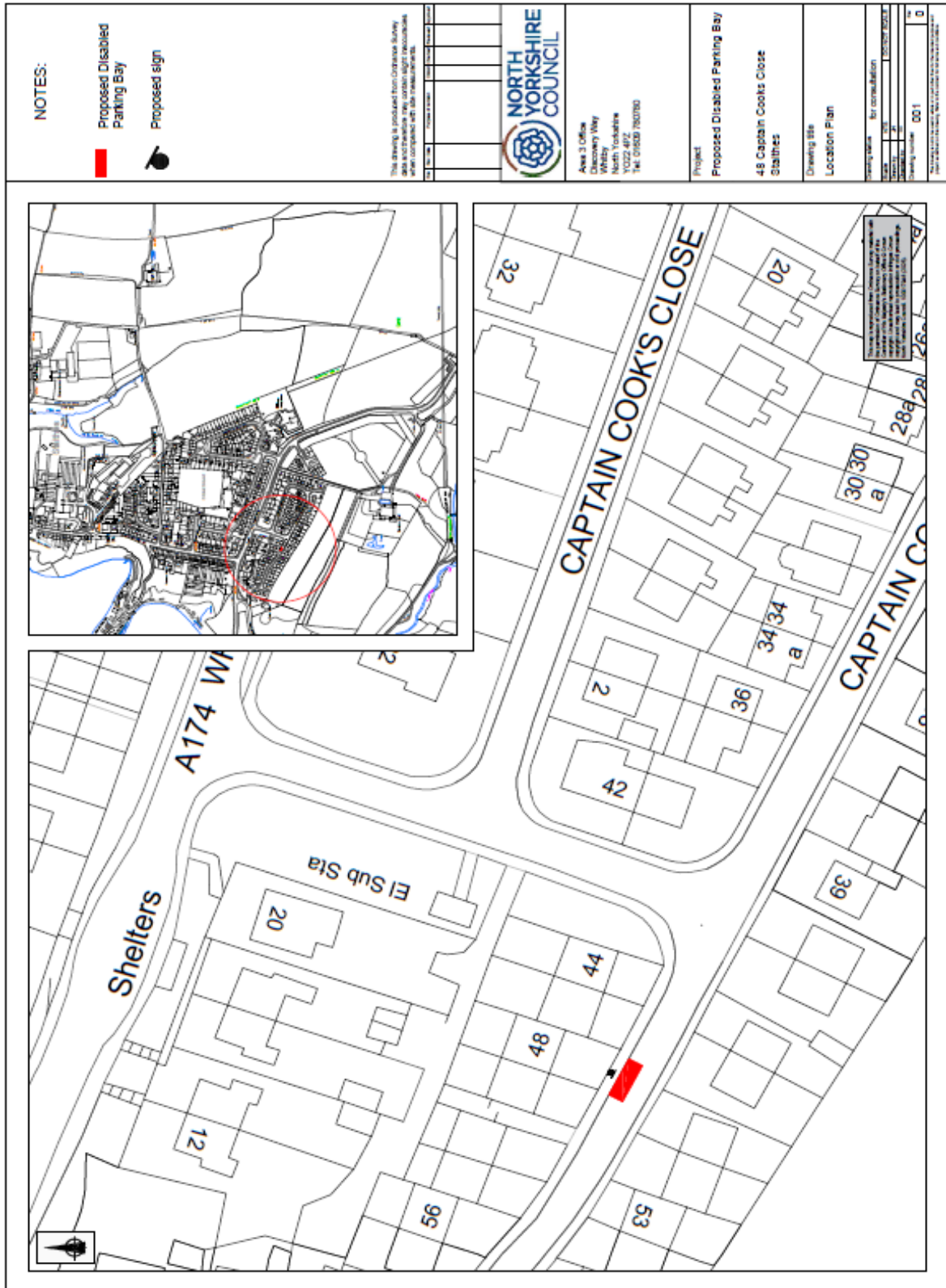
BACKGROUND DOCUMENTS:

None

Barrie Mason
Assistant Director - Highways and Infrastructure
County Hall
Northallerton
31 March 2026

Author of Report: John Hough, Project Engineer, Area 3 Highways
Presenter of Report: Hannah Benson, Area Manager

Consultation Location Plans



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Assessment / Eligibility Criteria

Stage One – applicant conditions

The applicant must be:

- The blue badge holder
- The driver of the vehicle (evidence of driver's licence and vehicle ownership will be required).
- Requesting a disabled parking bay for the same address as their blue badge has been issued.
- Unable or virtually unable to walk or propel a wheelchair for a comfortable distance outside the home – estimation of comfortable walking distance required.
- Unable to access suitable off-street parking, for example a driveway, garage or parking place provided by a housing association or social landlord.
- Unable to regularly park their vehicle on the public highway within a comfortable distance of their household.

If you do not meet all these criteria, but feel that your case is exceptional, please contact us. We will be able to assess your eligibility and advise you on whether to proceed with an application.

Stage Two – Highway specific conditions

We will make our decision on the following highway specific conditions. The application may be denied if one or more of the following exist:

- We believe there is reasonable evidence to suggest that the driver can regularly park their vehicle within a comfortable distance of their household either off-street or on-street.
- The request is for a highway that is not maintainable at public expense.
- The driver has access to suitable off-street parking, for example a driveway or garage. The suitability of the off-street parking facility will be considered in line with government guidance, specifically:
 - Whether it is located on firm and level ground
 - Whether the gradient is reasonable
 - Whether there is space to enable the disabled driver to get into the car easily and safely
- Waiting restrictions (for example double/single yellow lines, clearways / bus stop clearways and school keep clear road markings) are already in place or have been proposed in the requested location.
- The request is within a Controlled Parking Zone.
- Access or visibility will be impaired by the parking bay.
- The road is not wide enough to allow the free flow of traffic when a vehicle is parked in the bay.
- The location is listed in the Highway Code as a place where vehicles should not be parked.
- The road has a speed limit over 30mph.
- The current number of disabled parking bays installed is higher than 10% of the total number of residential properties or 10% of the number of parking spaces in the street, whichever is higher i.e. 40 houses = maximum number of 4 Disabled Bays in that street.

If either the stage 1 or stage 2 criteria are not satisfied, then the request will be declined. The process includes the assessments above, and the preparation of a Traffic Regulation Order.

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Summary of objections for proposed Residential Disabled Parking Bay

Proposed disabled parking bay at, 48 Captain Cooks Close, Staithes	
Summary of Comments	Officer comments
<p>Resident of Captain Cooks Close, Staithes</p> <p>I cannot support this plan. Other people down this road have a blue badge, I have, plus I have chronic illness, fractures in my spine, lung disease, heart problems. I have been in intensive care – critical this year. A lot of time we cannot get parked near our bungalow.</p>	<p>This respondent is not a near neighbour; their property is 54m (11 parking space lengths) from the location of the proposal and on the opposite side of the road.</p> <p>Any blue badge holder can apply for a RDPB.</p>
<p>Resident of Captain Cooks Close, Staithes</p> <p>The lady in question doesn't even live at 48 Captain Cooks. She lives at 39. There is ample parking on this street. There is also access to the rear of 48 Captain Cooks but most of the time the street has parking and as residents we do try and make sure the car can get access to the gentleman. We all pay road tax and this is still a public road. Summer can be frustrating with tourist parking. If anything needs to happen it needs to become residential passes. We have a full street of elderly and disabled. Why should one have privileged parking when everybody copes as a community.</p>	<p>The applicant lives at No.48. He is the registered keeper of the vehicle.</p> <p>There are no driveways at the rear and no parking is allowed on the access road.</p> <p>Parking spaces being taken by tourist parking is one of the main reasons for the application being made.</p>

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Initial equality impact assessment screening form (As of October 2015, this form replaces 'Record of decision not to carry out an EIA')			
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	Environment		
Service area	Highways & Infrastructure		
Proposal being screened	Traffic Regulation Orders – Proposed installation of a residential disabled parking bay (RDPB).		
Officer(s) carrying out screening	John Hough		
What are you proposing to do?	Installation of a residential disabled parking bay at: 48 Captain Cooks Close, Staithes		
Why are you proposing this? What are the desired outcomes?	Resident has applied for RDPB outside or near their property going through the application process set out by NYC. The desired outcome is to provide this facility for the applicant.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 a significant 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	Yes	No	Don't know/No info available
Age		√	
Disability		√	
Sex (Gender)		√	
Race		√	
Sexual orientation		√	
Gender reassignment		√	
Religion or belief		√	
Pregnancy or maternity		√	
Marriage or civil partnership		√	

NYC additional characteristic			
People in rural areas		√	
People on a low income		√	
Carer (unpaid family or friend)		√	
Does the proposal relate to an area where there area known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	Blue badge holders will be able to park in the proposed bay therefore improving access for disabled people.		
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.	None		
Decision (Please tick one option)	EIA not relevant or proportionate:	√	Continue to full EIA:
Reason for decision	The proposed RDPB will have a positive impact on people with disabilities who are blue badge holders.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	31/03/2026		

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

Version 2: amended 11 August 2021

<p>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</p> <p>However, you will still need to summarise your findings in the summary section of the form below.</p> <p>Please contact climatechange@northyorks.gov.uk for advice.</p>	
Title of proposal	Review of Traffic Regulation Order – Proposed Residential Disabled Parking Bay (RDPB)
Brief description of proposal	To introduce a RDPB at 48 Captain Cooks Close, Staithes.
Directorate	Environment
Service area	Highways & Infrastructure
Lead Officer	John Hough
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	13/02/2026

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.

None

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

The cost of implementing the road markings and traffic sign would be funded from the local highway area office's Signs, Lines and TRO budget. Maintenance of the road markings would be absorbed as part of the annual maintenance budget. Disabled parking bays will be enforced by North Yorkshire Council parking enforcement as part of their daily duties.

How will this proposal impact on the environment? 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.		Positive impact	No impact	Negative impact	Explain why it will have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO_{2e} • Links to relevant documents 	Explain how you plan to mitigate any negative impacts	Explain how you plan to improve any positive outcomes as far as possible
Minimize greenhouse gas emissions eg. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		x				
	Emissions from construction		x		n/a		
	Emissions from running of buildings		x		n/a		
	Other		x				
Minimise waste : reduce, reuse, recycle and compost eg. reducing use of single use plastic							
Reduce water consumption			x				

Minimise pollution (including air, land, water, light and noise)		x			
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How will this proposal impact on the environment? 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.	Positive impact	No impact	Negative impact	Explain why it will have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO_{2e} • Links to relevant documents 	Explain how you plan to mitigate any negative impacts	Explain how you plan to improve any positive outcomes as far as possible
Minimise pollution (including air, land, water, light and noise)		x				
Ensure resilience to the effects of climate change eg. reducing flood risk, mitigating effects of drier hotter summers		x				
Enhance conservation and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		x				
Other (please state below)		x				

Are there any recognised good practice environmental standards in relation to this proposal? If so please detail how this proposal meets those standards
None

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.

In summary, the Highway Authority's recommendation to install a disabled parking bay is expected to have a negligible impact on environmental issues. These proposals are not expected to have a significant effect on traffic speeds. The proposals are not anticipated to have any impact on the choice of mode of transport.

Sign off section

This climate change impact assessment was completed by:

Name	John Hough
Job title	Project Engineer
Service area	Highways and Infrastructure
Directorate	Environment
Signature	
Completion date	13/02/2026

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 31/03/2026

North Yorkshire Council

Environment Executive Members

22 April 2026

Review of Traffic Regulation Order – Proposed Residential Disabled Parking Bay - High Street, Scalby

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 The purpose of the report is:
- i) to advise the Corporate Director for Environment in consultation with the Environment Executive Member for Highways and Transportation of the outcome of the public consultation, and
 - ii) for a decision to be made on whether to implement the changes, in view of the comments received.

2.0 SUMMARY

- 2.1 This report details the comments received during a public consultation exercise regarding an application made to North Yorkshire Council for the installation of a disabled parking bay on High Street, Scalby, as shown (Appendix A).
- 2.2 The details of this case are outlined in this report.

3.0 BACKGROUND

- 3.1 Disabled Parking Bays (DPB) can be introduced to provide on-street parking in residential areas for 'blue badge' holders. They can also be provided in the street for use by blue badge holders of the general public. In the case of a residential disabled parking bay (RDPB), the Council's policy states that provision of these bays should only be considered when an individual applicant does not have access to off-street parking such as a driveway or a garage. In the case of a non-residential disabled parking bay (DPB) these conditions do not apply. All disabled parking bays on the public highway are available for use by any blue badge holder.
- 3.2 Disabled parking bays on the public highway require a Traffic Regulation Order (TRO) to be in place in order to be enforceable. Historically some advisory and therefore unenforceable residential disabled parking bays were introduced without a Traffic Regulation Order. The Traffic Signs Regulations and General Directions (TSRGD) 2016 (as amended) do not permit the use of disabled parking bay road markings without a TRO and, as a consequence, enforcement action cannot be taken against those that misuse the advisory bays.
- 3.3 The Residential Parking Bay Policy was approved in August 2011 which determined that only enforceable bays would be provided. In line with this decision a two-stage assessment process was put in place against which applications are assessed. The assessment criteria for both stages are outlined (Appendix B).

- 3.4 Applications for RDPBs and DPBs are made using the North Yorkshire Council public website. In the case of a RDPB, once an application is received an assessment is made of whether the applicant meets the Stage 1 criteria. This is undertaken by Customer Resolution Centre officers. No Stage 1 assessment is required for disabled parking bays on public streets.
- 3.5 The next part of the process requires the local Area Highways Office to assess the application against the Stage Two, highway and site assessment criteria.

4.0 PROPOSALS

- 4.1 North Yorkshire Council Customer Resolution Centre received an application from the offices of St. Laurence's Church in collaboration with Scalby & Newby Parish Council for a disabled parking bay to be installed in Scalby High Street to help blue badge holders to access church services. The car park for St. Laurence's Church is located at the foot of the hill below the church and non-vehicular access to the church is via a steep pathway. The proposed location for the DPB has a level gradient for access to the church via the lych gate.
- 4.2 Since this application is not residential there was no requirement for the Customer Resolution Centre to carry out a Stage 1 assessment. The Stage 2 assessment criteria for this proposal were checked by the Area 3 Highways Office and were deemed to be met.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 5.1 This proposal has been the subject of two consultations and public advertisements in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The original TRO change consultation was in May 2024 and involved the provision of a new disabled parking bay on the High Street adjacent to the water fountain. This consultation raised four responses in favour and one against the proposal. After much consideration an amendment was made to the original proposal. The amendment involved a slight relocation of the proposed DPB, the addition of a 3-hour waiting limit and a small amount of extra white lining (H bar) at the access to the Old Vicarage. A reconsultation exercise was carried out for this amended proposal in February 2026. The last date for receipt of comments was 26 February 2026.
- 5.2 The consultation material was hand delivered to 20 properties.
- 5.3 Responses received.
- 5.3.1 One response was received in support of the proposal and there was also one response against the proposal.
- 5.4 Further details of the objections/comments received from residents are summarised, along with officer comments (Appendix C).

6.0 ALTERNATIVE OPTIONS

- 6.1 There are no alternative options.

7.0 FINANCIAL IMPLICATIONS

- 7.1 Funding is available from the existing Highways Area 3 Signs, Lines and TRO budget to support the installation of these measures for the proposed parking bays. The current estimate for installing a RDPB is £2000.

8.0 LEGAL IMPLICATIONS

- 8.1 Consideration has been given to the potential for any legal implications arising from the recommendations.
- 8.2 The process for the consideration of objections to Traffic Regulation Orders was approved by the Executive on 29 April 2014 and Council on 21 May 2014. The consideration of objections to TRO's is now a matter for the Environment Executive Members 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 for Environment in consultation with the Environment Executive Member for Highways & Transport. 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 of the three criteria set out below:
- The proposal affects more than one street or road
 - The proposal affects more than one community
 - The proposal is located within the ward of more than one Councillor.
- 8.2.1 This proposed TRO change is wholly within the council division of one member; therefore, this would not be classed as a wide area impact TRO.
- 8.3 In the event that the Executive Member for Highways & Transportation and the Corporate Director – Environment resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make a Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press. The 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.
- 8.4 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.
- 8.5 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this report, officers consider that the Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.
- 8.6 In accordance with the protocol for Environment Executive Member reports, the local Elected Members will be provided with a copy of this report and be invited to the meeting on 22 April 2026.

9.0 EQUALITIES IMPLICATIONS

- 9.1 An Equality Impact Assessment has been completed for the Residential Disabled Parking Bay Protocol, and it is published on the North Yorkshire Council website. The provision of RDPB's will enhance accessibility for mobility impaired residents enabling them to participate positively in community life.
- 9.2 A screening form has been included (Appendix D).

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 Consideration has also been given to the potential for any adverse climate change impacts arising from the recommendations. It is the view of officers that the recommendations do not have any adverse impact on climate change. A copy of the Climate Change Impact Assessment decision form is attached (Appendix E).

11.0 REASONS FOR RECOMMENDATIONS

11.1 The applicants want a disabled parking space to be provided within walking distance of the church. The eligibility criteria for this application have been met after undergoing the Stage 2 assessment. There is no Stage 1 assessment required since this proposed disabled bay would be for public use.

11.2 The Guidance on Local Transport Plans published in 2009 imparts on local highway authorities a specific duty to “have regard to the needs of disabled people”. This resulted in the consultation exercises carried out this year and previously in 2024.

11.2.1 The officer recommendations made in this report result from careful scrutiny of the responses received from the reconsultation exercise. The reasons stated in the single response indicating an objection to the proposal have been fact checked and are not considered strong enough to uphold. More detailed explanations are given. The assessment criteria have been met so no practical reasons were found to refuse the application (Appendix C).

11.3 Consultation has also taken place with the local elected member for the ward where the application is located. The local member is pleased to support the application, commenting: ‘At various times I have noted that disabled persons often struggle to park near the Church and having this area marked out will in future allow a level access into the Church grounds

12.0 RECOMMENDATIONS

12.1 It is recommended that the results of the consultation exercise are noted.

12.2 The Corporate Director, Environment, in consultation with the Environment Executive Member for Highways and Transport, approves the introduction of a new residential disabled parking bay at High Street, Scalby as shown in the Plan contained (Appendix A).

12.3 The Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment and Environment Executive Member in light of the objections received and that the objectors are notified of the making of the Order within 14 days of it being made.

APPENDICES:

- Appendix A Consultation Location Plans
- Appendix B Assessment / Eligibility Criteria
- Appendix C Summary of Objections
- Appendix D Equalities Screening Form
- Appendix E Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

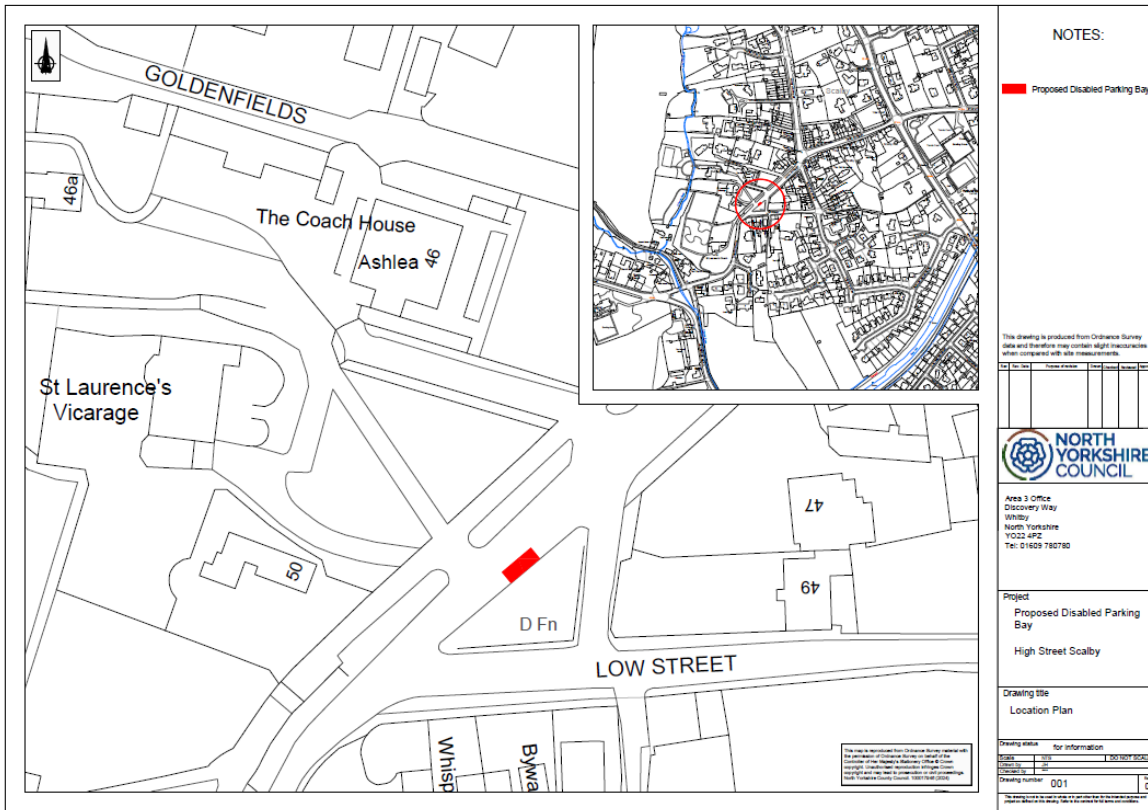
None

Barrie Mason
Assistant Director - Highways and Infrastructure
County Hall
Northallerton
31 March 2026

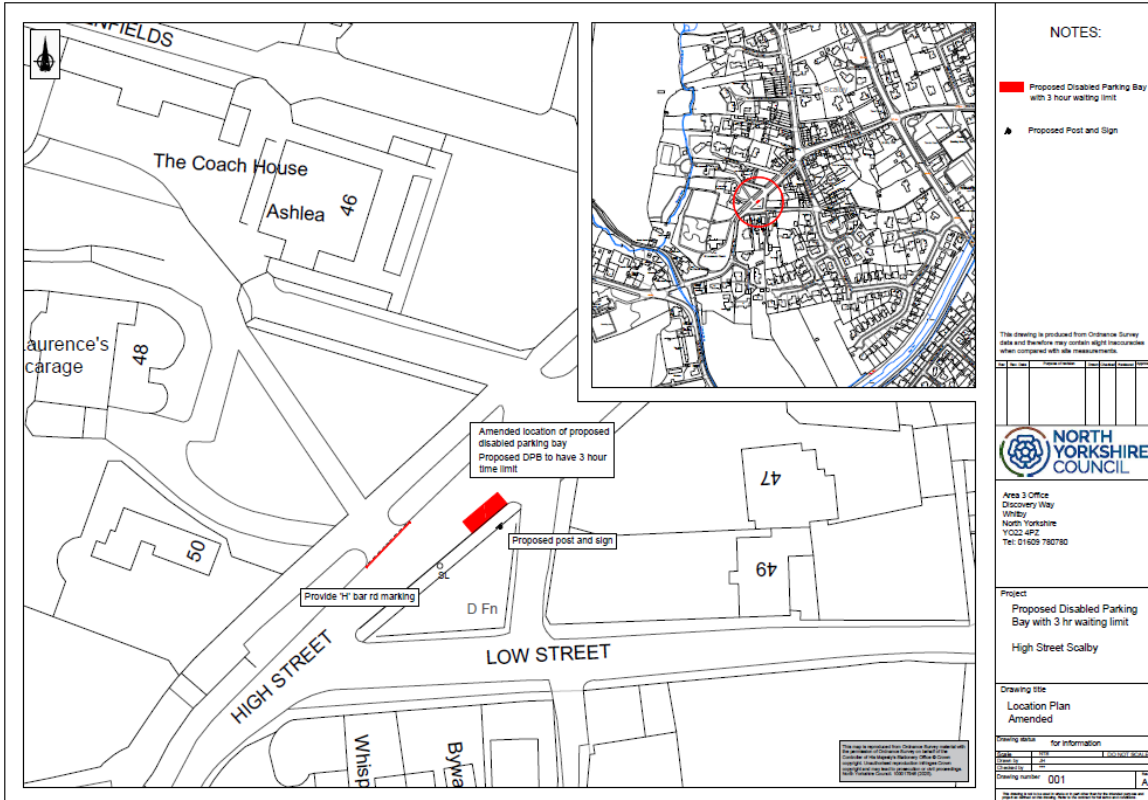
Author of Report: John Hough, Project Engineer, Area 3 Highways
Presenter of Report: Hannah Benson, Area Manager

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May 2024 consultation



February 2026 reconsultation



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Assessment / Eligibility Criteria

Stage One – applicant conditions (only for RDPBs)

The applicant must be:

- The blue badge holder.
- The driver of the vehicle (evidence of driver's licence and vehicle ownership will be required).
- Requesting a disabled parking bay for the same address as their blue badge has been issued.
- Unable or virtually unable to walk or propel a wheelchair for a comfortable distance outside the home – estimation of comfortable walking distance required.
- Unable to access suitable off-street parking, for example a driveway, garage or parking place provided by a housing association or social landlord.
- Unable to regularly park their vehicle on the public highway within a comfortable distance of their household.

If you do not meet all these criteria, but feel that your case is exceptional, please contact us. We will be able to assess your eligibility and advise you on whether to proceed with an application.

Stage Two – Highway specific conditions

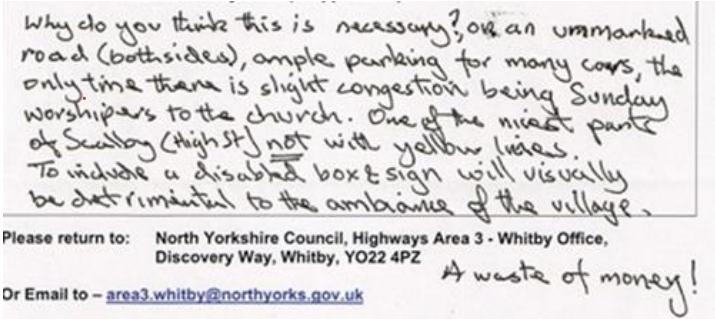
We will make our decision on the following highway specific conditions. The application may be denied if one or more of the following exist:

- We believe there is reasonable evidence to suggest that the driver can regularly park their vehicle within a comfortable distance of their household either off-street or on-street.
- The request is for a highway that is not maintainable at public expense.
- The driver has access to suitable off-street parking, for example a driveway or garage. The suitability of the off-street parking facility will be considered in line with government guidance, specifically:
 - Whether it is located on firm and level ground
 - Whether the gradient is reasonable
 - Whether there is space to enable the disabled driver to get into the car easily and safely
- Waiting restrictions (for example double/single yellow lines, clearways / bus stop clearways and school keep clear road markings) are already in place or have been proposed in the requested location.
- The request is within a Controlled Parking Zone.
- Access or visibility will be impaired by the parking bay.
- The road is not wide enough to allow the free flow of traffic when a vehicle is parked in the bay.
- The location is listed in the Highway Code as a place where vehicles should not be parked.
- The road has a speed limit over 30mph.
- The current number of disabled parking bays installed is higher than 10% of the total number of residential properties or 10% of the number of parking spaces in the street, whichever is higher i.e. 40 houses = maximum number of 4 Disabled Bays in that street.

If either the stage 1 or stage 2 criteria are not satisfied, then the request will be declined. The process includes the assessments above, and the preparation of a Traffic Regulation Order.

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Summary of objection for proposed Disabled Parking Bay

Proposed disabled parking bay at, High Street, Scalby	
Summary of comments	Officer comments
<p><u>Resident of Low Lane, Scalby</u></p>  <p><u>Transcript of above submitted by respondent</u></p> <p>Why do you think this is necessary? on an unmarked road (both sides), ample parking for many cars. The only time there is slight congestion being Sunday worshippers to the Church. One of the nicest parts of Scalby (High Street) not with yellow lines. To include a disabled box and sign will visually be detrimental to the ambience of the village. A waste of money!</p> <p><u>Additional comments submitted by respondent</u></p> <p>The proposed (Box & Sign) are to be placed in a conservation area, at present the only signs on the road being SLOW (in white) bright yellow box etc will be detrimental and visually unattractive. As well as the High Street, (parking for 30-35 cars) the adjacent Low Street offers unrestricted parking (on both sides) for up to 20 cars. The cut through from High Street to Low Street accommodates 5 car spaces.</p> <p>Also there is a large car park at the bottom of Church Hill, especially for the Church which can be accessed on a daily basis. As a resident of Low Street for the past 40 years, I have never witnessed difficulty for parking for either abled bodied or disabled persons. Residents of High Street have off street parking. I would suggest that IF a disabled box & sign are needed that they be confined to the area outside The Plough / Naggs head area, (an area already that has yellow lines and parking areas), perhaps just outside the local public toilets (volunteer run), which would help disabled persons access both public houses, the beauty salon, toilet, cafe and local newsagents.</p>	<p>An application was received by NYC from St. Laurence's Church/Parish Council to assist blue badge holders visiting the church.</p> <p>Disabled parking bay road markings are white.</p> <p>The car park at the bottom of Church Hill has no suitable access for disabled church goers due to the church being located at the top of the hill. At the proposed DPB location, footway access to the church is on a level gradient.</p> <p>No application has been received for the location described. This application is primarily to serve church goers.</p>

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Initial equality impact assessment screening form			
(As of October 2015, this form replaces 'Record of decision not to carry out an EIA')			
This form records and 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	Environment		
Service area	Highways & Infrastructure		
Proposal being screened	Traffic Regulation Orders – Proposed installation of an on-street disabled parking bay (DPB).		
Officer(s) carrying out screening	John Hough		
What are you proposing to do?	Installation of an on-street disabled parking bay at: High Street, Scalby		
Why are you proposing this? What are the desired outcomes?	St. Laurence's Church / Scalby&Newby Parish Council have applied for a DPB close to the top pedestrian access to the church. The desired outcome is to provide this facility for the public.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 a significant 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	Yes	No	Don't know/No info available
Age		√	
Disability		√	
Sex (Gender)		√	
Race		√	
Sexual orientation		√	
Gender reassignment		√	
Religion or belief		√	
Pregnancy or maternity		√	
Marriage or civil partnership		√	

NYC additional characteristic			
People in rural areas		√	
People on a low income		√	
Carer (unpaid family or friend)		√	
Does the proposal relate to an area where there area known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	Blue badge holders will be able to park in the proposed bay therefore improving access for disabled people.		
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.	None		
Decision (Please tick one option)	EIA not relevant or proportionate:	√	Continue to full EIA:
Reason for decision	The proposed DPB will have a positive impact on people with disabilities who are blue badge holders.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	31/03/2026		

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

Version 2: amended 11 August 2021

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 the summary section of the form below.

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

Title of proposal	Review of Traffic Regulation Order – Proposed Disabled Parking Bay (DPB)
Brief description of proposal	To introduce a DPB at High Street, Scalby.
Directorate	Environment
Service area	Highways & Infrastructure
Lead Officer	John Hough
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	13/02/2026

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.

None

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

The cost of implementing the road markings and traffic sign would be funded from the local highway area office's Signs, Lines and TRO budget. Maintenance of the road markings would be absorbed as part of the annual maintenance budget. Disabled parking bays will be enforced by North Yorkshire Council parking enforcement as part of their daily duties.

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How will this proposal impact on the environment? 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.		Positive impact	No impact	Negative impact	Explain why it will have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO_{2e} • Links to relevant documents 	Explain how you plan to mitigate any negative impacts	Explain how you plan to improve any positive outcomes as far as possible
Minimize greenhouse gas emissions eg. Reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		x				
	Emissions from construction		x		n/a		
	Emissions from running of buildings		x		n/a		
	Other		x				
Minimise waste : reduce, reuse, recycle and compost eg. reducing use of single use plastic							

Reduce water consumption		x			
Minimise pollution (including air, land, water, light and noise)		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</p>	<p>No impact</p>	<p>Negative impact</p>	<p>Explain why it will 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 CO_{2e} • 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 eg. 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>Other (please state below)</p>		<p>x</p>				

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

None

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.

In summary, the Highway Authority's recommendation to install a disabled parking bay is expected to have a negligible impact on environmental issues. These proposals are not expected to have a significant effect on traffic speeds. The proposals are not anticipated to have any impact on the choice of mode of transport.

Sign off section

This climate change impact assessment was completed by:

Name	John Hough
Job title	Project Engineer
Service area	Highways and Transportation
Directorate	Environment
Signature	
Completion date	13/02/2026

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 31/03/2026