



Agenda

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

To: Councillor Malcolm Taylor.

Date: Wednesday, 27 May 2026

Time: 11.00 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 Temporary Vehicle Activated Sign (VAS) Protocol (*Pages 3 - 16*)
2. Proposed Introduction of Waiting Restrictions B6271 Bolton Road - Scorton (*Pages 17 - 32*)
3. Review of Traffic Regulation Order – Proposed Residential Disabled Parking Bay - 10 Overgreen View (*Pages 33 - 50*)

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Monday, 18 May 2026

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North Yorkshire Council

Environment Executive Members

27 May 2026

Review of Temporary Vehicle Activated Sign (VAS) Protocol

Report of the Assistant Director – Highways and Infrastructure

<p>1.0 PURPOSE OF REPORT</p> <p>1.1 To seek a decision on whether to permit local communities to install Speed Indication Devices (SIDs) on the highway or continue with the current Speed Limit Reminder (SLR) option only as set out in the existing Temporary Vehicle Activated Sign (VAS) Protocol.</p> <p>1.2 To provides the Executive Member for Highways and Transportation with detail around the current process, the design of the existing sign and to consider the potential merits of SIDs as third party owned temporary devices.</p>

2.0 BACKGROUND

- 2.1 The roll out of the Temporary VAS Protocol was approved by the Corporate Director in consultation with BES Executive Members on the 30 January 2015. This allowed local communities the opportunity to rent VAS from the Council to address local speeding concerns. The VAS were owned, deployed, rotated and maintained by the Council.
- 2.2 On 25 September 2018, the Executive considered a VAS review report by the Transport, Economy and Environment Overview and Scrutiny Committee (TEEOC) and approved the findings and recommendation to allow parishes to purchase and maintain their own VAS for deployment on the highway.
- 2.3 Within the report, the TEEOC recognised the importance of providing consistency in the design of the VAS across the county and for this reason, they recommended the Council should rule out devices being supplied to parishes that are not prescribed in the Traffic Signs Regulations and General Directions (TSRGD) 2016. This included SIDs and the use of emojis (smiley/sad face symbols). The TEEOC considered that consistent design across the county could mean that motorists are more likely to see the Speed Limit Reminder (SLR) type VAS as 'official' and thereby take more notice of them.
- 2.4 To meet the anticipated interest from communities to finance and manage their own vehicle activated signs, a report was produced for Executive, and the current process was approved on 26 March 2019. Within the approved report, it was stated that temporary VAS must be the SLR type, displaying the speed limit and a SLOW DOWN message. It was also stated that SIDs will not be approved for use as members raised concerns that these signs could encourage some motorists intentionally registering higher speeds.
- 2.5 The scheme was rolled out on 01 April 2019 and remains the process for installing temporary VAS on the network.
- 2.6 Currently, there are 272 temporary SLR type VAS deployed on the network that are located within 174 local communities. These signs comply with the Temporary VAS Protocol, and they are maintained by the appropriate parish or town council.

2.7 The Temporary VAS Protocol has been a very popular scheme, and enquiries continue to be received from local communities on a weekly basis.

3.0 REQUEST FOR CHANGE

3.1 There has been parish council interest over the last 12 months in support of North Yorkshire Council reconsidering its current protocol governing the use and trialling of SIDs across the county. The Council has received correspondence from several communities requesting the necessary change to the Temporary VAS Protocol, given claims that SIDs provide a 30% reduction in personal injury collisions.

3.3 Research by the Traffic Engineering team suggests that this figure relates to SIDs with Automatic Number Plate Recognition (ANPR) and is taken from Transport for London and Suffolk County Council who have been using SIDs with ANPR for several years.

4.0 SPEED LIMIT REMINDER (SLR) VAS IN NORTH YORKSHIRE

4.1 SLRs display a 20, 30 or 40mph speed limit with a SLOW DOWN message to reinforce the permanent speed limit. The approved manufacturers either design the speed limit and SLOW DOWN message to illuminate at the same time, or they display the speed limit and SLOW DOWN message alternately, so the sign is intermingled. The participants have a choice between the two designs based on personal preference.

4.2 The SLRs can be mains supplied, solar powered or battery operated, but the power supply can be determined by any site constraints.

4.3 Currently, the most expensive option available, a solar powered SLR with a post, costs up to £5500+VAT and this cost is funded by the local community. There is no cost to NYC apart from the officer time involved in identifying suitable locations for the SLR, ordering posts and providing ongoing assistance whenever required.

4.4 The SLRs are activated when the built-in radar detects a vehicle exceeding a set threshold speed. This is generally 1-2 mph above the posted speed limit, and the activation prompts the speeding motorist to reduce their speed accordingly.

4.5 SLRs are officially classed as traffic signs because they display an option prescribed in the Traffic Sign Regulations and General Directions (TSRGD) 2016.

4.6 Based on a study undertaken in the county several years ago, when 'before' and 'during' speeds were collected, the SLRs can be effective at reducing speeds by up to 10%, but generally a reduction of 5% is more realistic.

4.7 Generally, communities receive an excellent service from the approved SLR manufacturers and to our knowledge, only one parish council has expressed any concerns to the Council about the service they received and only one has had any concerns about the quality of the equipment they had installed.

4.8 Given the success of the Temporary VAS Protocol, SLRs that are not fixed in one position should continue to be an option for communities to address their local speeding concerns. Permanent VAS (signs fixed in one position) should continue to be funded by the Council to address locations with a speed related collision history.

5.0 SPEED INDICATOR DEVICES (SIDs)

- 5.1 SIDs are not prescribed as traffic signs in the TSRGD 2016, but they are widely used in London and by many authorities in the country to help raise awareness of speeding, particularly at community concern sites. There are thousands of SIDs on the highway across the UK and many are installed in our neighbouring authorities.
- 5.2 A SID is activated in the same way as an SLR VAS but displays the motorist's measured speed together with a corresponding message and/or a facial image. These devices are typically activated by all vehicles rather than just those exceeding the speed limit. Unlike SLRs, SIDs do not display the speed limit sign and do not tell the driver any more than is already displayed on a speedometer, albeit they may additionally show a face smiling or frowning/sad expression.
- 5.3 SIDs should more appropriately be classed as temporary information boards and not traffic signs and can be purchased at approximately 50% of the cost of a solar powered SLR and post.

6.0 SIDs WITH AUTOMATIC NUMBER PLATE RECOGNITION (ANPR)

- 6.1 SIDs with ANPR display the speed at the time each driver/rider passes the device, much the same as a standard SID, but they also take a photograph of approaching vehicles that exceed the threshold. The information can be downloaded by an authority and then sent to the police to process and issue warning letters. The combination of ANPR and SID functionalities with warning letters has proven to be very effective in places such as Suffolk.
- 6.2 In 2022 Suffolk County Council commissioned a study on the effectiveness of their temporary SLR sites compared to sites that have SIDs with ANPR in Suffolk.
- 6.3 In summary, local residents in Suffolk thought SIDs with ANPR were slightly more effective than SLRs, but they did not consider them to have a stronger effect on reducing the number of speeding drivers. Residents still viewed SLRs as a relevant intervention by prompting drivers about their speed.
- 6.4 When comparing the two sign types, the study found that there were no significant differences in average or 85th percentile speed, or the proportions of vehicles in each speed bin.

7.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 7.1 In anticipation of this report, the Traffic Engineering team contacted two SID manufacturers in January 2026 to gain their opinion on the use of SIDs on the highway, and they were helpful in providing feedback.
- 7.2 Both manufacturers understood that SIDs are not prescribed in the TSRGD, but they believe that SIDs intended for temporary use, meet the necessary legislation and have the relevant certification, can be installed on the public highway and are legal. They recommend to their customers that these signs are designed to be temporary and moved around.
- 7.3 When questioning the legality of these signs on the highway, one SID manufacturer again confirmed that SIDs can be used on public roads in a temporary capacity whereas SLRs can be used as a permanent installation. They went on to say, 'maybe to give you more confidence, the SLRs are a better route to go down.'

- 7.4 The Department for Transport (DfT) has been clear for many years that SIDs should not be used as an alternative to prescribed speed limit signing. In January 2026, the Traffic Engineering team contacted the 'Authorisations Requests' email address of the DfT regarding the potential use of SIDs as an alternative to SLRs. They responded in writing to confirm, 'Speed Indicator Devices are not prescribed as traffic signs in the TSRGD 2016, and we have not given an authorisation for their use. We would advise on using Speed Limit Reminders.'
- 7.5 The DfT also provided reasons for not approving SIDs and they include the following:
- do not tell the driver any more than is already displayed on their speedometer.
 - do not tell the driver what the speed limit is on that stretch of road.
 - the use of a smiley face or sad face is not approved.
 - some drivers may accelerate and wish to see their top speed displayed.
- 7.6 The DfT said that care should be taken to ensure the use of a SID does not mislead or confuse road users as to the posted speed limit on road or affect the legality of any enforcement undertaken.
- 7.7 The DfT recommended seeking our own legal advice before considering SIDs and they suggested contacting the Home Office before potentially using SIDs with ANPR for enforcement purposes.

8.0 UNAUTHORISED SIDs in NORTH YORKSHIRE

- 8.1 Since the introduction of the Temporary VAS Protocol over 7 years ago, there has been a significant amount of correspondence from local communities and road safety groups requesting a SID instead of a SLR, mainly due to the difference in the cost and preference for the actual vehicle speed to be displayed.
- 8.2 Consequently, there have been occasions when local communities have chosen to ignore NYC advice and have purchased their own SID for installation in private land. Only recently, two communities have and introduced their own SID on the highway.
- 8.3 Non-approved signs on the highway are generally moved by the owners, but as a result of SIDs in private land, the legal position is that under Section 69 of the Road Traffic Regulation Act 1984, the Council can ask the owner or occupier of any land on which there is a SID, that is used for the guidance of road users, to remove it. If the owner or occupier fails to comply, the Council can remove the SID and recover the cost involved from the owner or occupier. This is a discretionary power that the Council has, so far, not used.
- 8.4 The failure to enforce this power and remove unauthorised SIDs from private land has generated a significant number of requests from other communities asking if they can introduce their own SID in private land rather than purchase a SLR.
- 8.5 When the Traffic Engineering team are aware of an unauthorised SID in private land or an intention to purchase a SID to install in private land, a letter or email is sent out advising the owner or occupier of the Council's discretionary powers and asks them to remove the SID forthwith or not to purchase a SID for this purpose. This has had some success and has stopped many SIDs being introduced. Nevertheless, there remain two communities that continue to deploy SIDs outside the highway boundary.

9.0 PROS AND CONS OF PERMITTING SIDs

9.1 Pros:

- they would be a cheaper alternative for local communities with speeding concerns to consider and it's likely that communities who hold off purchasing a SLR because of the higher cost, would instead be able to purchase a SID
- the number of VAS on the network that are aimed at reducing vehicle speeds in urban areas would significantly increase and this could improve road safety in general
- the actual speedometer display is preferred by some communities

9.2 Cons:

- there would be a mix of signs available to purchase with no consistency in design or message to road users.
- the option to now purchase a SID after 7 years of saying 'no' to interested communities would be disappointing to the 174 participants that have already purchased a SLR in accordance with the Temporary VAS Protocol and met the required costs
- goes against DfT advice and the Council would effectively be permitting an unauthorised sign on the highway
- SIDs do not remind road users of the current speed limit
- the use of a smiley or sad face is not approved

10.0 ALTERNATIVE OPTIONS CONSIDERED

10.1 The alternative option of using a SID has been considered and the recommendation is not to introduce them in North Yorkshire.

11.0 FINANCIAL IMPLICATIONS

11.1 Based on the recommendation, there are no financial implications. Temporary SLRs will continue to be an option for local communities with no financial implications for the Council.

12.0 LEGAL IMPLICATIONS

12.1 Based on the recommendation, there are no new legal implications for the Council. Communities will continue to sign a legal agreement that sets out their obligations before they can participate in the scheme.

13.0 EQUALITIES IMPLICATIONS

13.1 The implications have been considered by undertaking an assessment as shown in Appendix A. There are no implications.

14.0 CLIMATE CHANGE IMPLICATIONS

14.1 The implications have been considered by undertaking an assessment as shown in Appendix B. There are no implications.

15.0 REASONS FOR RECOMMENDATIONS

15.1 Reasons for recommendations are noted as:

- the previous Executive decision
- clear feedback from the DfT detailed in this report
- 174 communities have complied with the existing requirements in the Protocol which works well
- there is no evidence to suggest that non-approved SIDS reduce vehicle speeds more than the currently approved SLRs

16.0 RECOMMENDATIONS

16.1 It is recommended the Corporate Director – Environment, in consultation with the Executive Member for Highways and Transportation agrees that:

- i. SIDs are not permitted on the highway and there should be no change to the Temporary VAS Protocol
- ii. the VAS available to the local communities in North Yorkshire should continue to be of a consistent approved SLR design.

APPENDICES:

Appendix A – Equality Impact Assessment

Appendix B – Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

None

Barrie Mason
Assistant Director – Highways and Infrastructure
County Hall
Northallerton
11 May 2026

Report Author – Darren Griffiths, Senior Engineer, Traffic Engineering
Presenter of Report – Allan McVeigh, Head of Network Strategy

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Traffic Engineering, Highways and Transportation		
Proposal being screened	Review of Temporary Vehicle Activated Sign (VAS) Protocol		
Officer(s) carrying out screening	Darren Griffiths		
What are you proposing to do?	To seek a decision on whether to permit local communities to install Speed Indication Devices (SIDs) on the highway		
Why are you proposing this? What are the desired outcomes?	<p>There has been parish council interest over the last 12 months in support of North Yorkshire Council reconsidering its current protocol governing the use and trialling of Speed Indicator Devices across the county. The Council has received correspondence from several communities requesting the necessary change to the Temporary VAS Protocol, given claims that SIDs provide a 30% reduction in personal injury collisions.</p> <p>However, based on feedback from the Department for Transport (DfT) and research, no changes are proposed.</p>		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics.</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	

People in rural areas		X		
People on a low income		X		
Carer (unpaid family or friend)		X		
Are from the Armed Forces Community		X		
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No			
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No – no change to current Protocol proposed.			
Decision (Please tick one option)	EIA not relevant or proportionate:	X	Continue to full EIA:	No
Reason for decision	No proposed changes, so no equality impact assessment required.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	13/05/2026			

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

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 Temporary Vehicle Activated Sign (VAS) Protocol
Brief description of proposal	To seek a decision on whether to permit local communities to install Speed Indication Devices (SIDs) on the highway
Directorate	Environment
Service area	Traffic Engineering
Lead officer	Allan McVeigh
Names and roles of other people involved in carrying out the impact assessment	Darren Griffiths
Date impact assessment started	07/05/2026

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.

Based on feedback from the Department for Transport (DfT), the alternative option of using SIDs is not recommended.

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

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

There will be no additional cost and currently all temporary VAS are funded by local communities.

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

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 (Place a X in the box below where)	No impact (Place a X in the box below where)	Negative impact (Place a X in the box below where)	Explain why will it 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 CO₂e • 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.
gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from construction		X				
	Emissions from running of buildings		X				
	Emissions from data storage		X				
	Other		X				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X				
Reduce water consumption			X				

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

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

Most of the community owned vehicle activated signs on the network are solar powered.

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.

No change to the current Temporary VAS Protocol is recommended, so effectively, there is no additional impact.

Sign off section

This climate change impact assessment was completed by:

Name	Darren Griffiths
Job title	Senior Engineer
Service area	Traffic Engineering - Highways and Transportation
Directorate	Environment
Signature	D Griffiths
Completion date	07/05/26

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 13/05/2026

North Yorkshire Council

Environment Executive Members

27 May 2026

Proposed Introduction of Waiting Restrictions B6271 Bolton Road - Scorton

Report of the Assistant Director – Highways & Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the Corporate Director - Environment and Executive Member Highways and Transportation of the outcome of the statutory public consultation and advertisement which took place with regard to this proposal and to ask for a decision to be made as to whether or not the proposed waiting restrictions should be introduced.

2.0 BACKGROUND

- 2.1 The proposal seeks to introduce a maximum period of waiting in the layby on the B6271 Bolton Road in Scorton. The layby is adjacent to 'Bolton on Swale Church of England Primary School' and the proposal follows concern expressed by the school and the local parish council about the amount of semi-permanent long term parking taking place.
- 2.2 It is understood that the layby was provided originally for the benefit of the school.

3.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 3.1 The layby can accommodate approximately eight cars, and its use for long stay parking is prohibiting its use by those looking to either drop off or pick up school pupils. As a consequence, vehicles are being parked on the main carriageway of the B6271 often with two wheels placed on the adjacent footway. Such parking creates issues for the passage of pedestrians and through traffic and is said to cause problems for local residents driving into and out of their properties.
- 3.2 The proposed restriction would apply between 8:00 am and 9:00 am and between 3:00 pm and 4:00 pm from Monday to Friday (inc) with waiting limited to a maximum of 30 minutes. No return would be permitted within 30 minutes, and it is considered that the introduction of the waiting restriction will create a turnover of parking within the layby and allow its more efficient use by those looking to either drop off or pick up school pupils.
- 3.3 The proposal is as shown on the plan provided as Appendix A of this report.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 The proposal has been the subject of consultation and advertisement in accordance with the 'Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996'.
- 4.2 As part of the consultation element of the exercise the details were sent various local and national organisations including the local Parish Council and the Police. Details were also hand delivered to those properties which lie immediately to the layby.

- 4.3 During the advertising stage details were placed in the local press, published on this Council's website and given on a legal notice placed on site in accordance with the requirements of the 'Local Traffic Authorities Traffic Orders (Procedure) (England & Wales) Regulations.
- 4.4 At the conclusion of the consultation and advertising stages three notifications of support and three of objection had been received. The details of these responses are as summarised in Appendix B of this report along with comments from your officers.

5.0 LOCAL MEMBER ENGAGEMENT

- 5.1 The local member is Councillor Les who represents the 'Catterick Village & Brompton on Swale' electoral division.
- 5.2 Councillor Les attended a site meeting with representatives from the primary school, the parish council, and a North Yorkshire Council officer from the local Area Highways Office at which the parking issue outside the school was discussed and the proposed waiting restrictions which form the subject of this report agreed.
- 5.3 Councillor Les was sent a copy of the formal consultation documents relating to the proposed introduction of waiting restrictions and asked for comments. He replied to indicate that he is happy to support any traffic measures that will help with the parking issues around the school at drop off and pick up times.
- 5.4 In accordance with the protocol for Executive Member reports, the local member will be provided with a copy of this report and has been invited to this meeting.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 The main alternative options considered essentially related to a change to the proposed core times that the proposed restriction would be in place along with the maximum periods for waiting and return. The details chosen reflected the consensus of the site meeting mentioned previously in this report.
- 6.2 Members should be aware that the field to the immediate south of the school has full planning consent for the construction of a thirty-two-property residential development and as part of this the developer is required to provide a fifteen-space school car park adjacent to the boundary with the school. This will be accessed via a new access road to the development from the B6271.
- 6.3 Furthermore if indiscriminate parking associated with the school is observed around the junction of the access road to the development and the B6271 following the opening of the car park then the developer will also be obliged to cover the cost of this Council in its role as Local Highway Authority introducing a system of formal waiting restrictions.
- 6.4 There is presently no start date for the commencement of development on the site.

7.0 FINANCIAL IMPLICATIONS

- 7.1 If the proposed introduction of the waiting restrictions is approved by Members, then the costs involved in providing the associated signs and road markings (expected to be approximately £500) would be met fully by an appropriate budget for such purposes held by the local Area Highways Office. Responsibility for the ongoing costs of maintenance and repair would also rest with the local Area Highways Office.

8.0 LEGAL IMPLICATIONS

- 8.1 The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area 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 Environment in consultation with Executive Members.
- 8.2 A 'wide area impact TRO' is classed as a proposal satisfying all of the three criteria set out below:
- The proposal affects more than one street or road and
 - The proposal affects more than one community and
 - The proposal is located within the ward of more than one Councillor
- 8.3 This proposal has not been classed as a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.
- 8.4 In the event that the Corporate Director - Environment and Executive Member for Highways and Transportation 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 the relevant TRO (with or without modifications) and publish a notice of making the Order in the local press before the Order comes into operation. 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.
- 8.5 Where an Order has been made (i.e. sealed) if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984 or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with they may apply to the High Court within six weeks from the date on which the Order is made.
- 8.6 In recommending the implementation of the proposed Traffic Regulation Order officers consider that it will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004. In light of the objections being received it has also been considered whether it would be appropriate to hold a public inquiry. It is however considered that it would not be proportionate in terms of both time and costs to hold an Inquiry as the objections can be given proper regard in the report and decision making process.

9.0 EQUALITIES IMPLICATIONS

- 9.1 An initial equality and impact assessment screening form has been completed for the proposed waiting restrictions, and a copy is provided with this report as Appendix C.
- 9.2 It is the view of officers that the recommendations included in this report do not have any equalities implications.

10.0 CLIMATE CHANGE IMPLICATIONS

- 10.1 Consideration has been given to the potential for any adverse impacts on climate change arising from the recommendations of this report. A climate change assessment form has been completed and is provided with this report as Appendix D.
- 10.2 It is the view of officers that the recommendations included in this report do not have any climate change implications.

11.0 REASONS FOR RECOMMENDATIONS

11.1 In recommending the implementation of the proposed waiting restrictions it is considered that this will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 to exercise its function as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians).

12.0 RECOMMENDATIONS

12.1 The intention to introduce the proposed waiting restrictions as outlined in this report and illustrated on the plan in Appendix A under the delegated authority of the Corporate Director Environment is noted.

12.2 That the Assistant Chief Executive (Legal & Democratic Services) be authorised to allow the proposed introduction of the waiting restrictions as illustrated on the plan in Appendix A of this report (subject to any amendments and recommendations approved by the Corporate Director Environment in consultation with the Executive Member for Highways & Transport in light of the objections received) and that the objectors are notified within fourteen days of 27 May 2026.

APPENDICES:

Appendix A - Plan illustrating details of the proposed waiting restrictions.

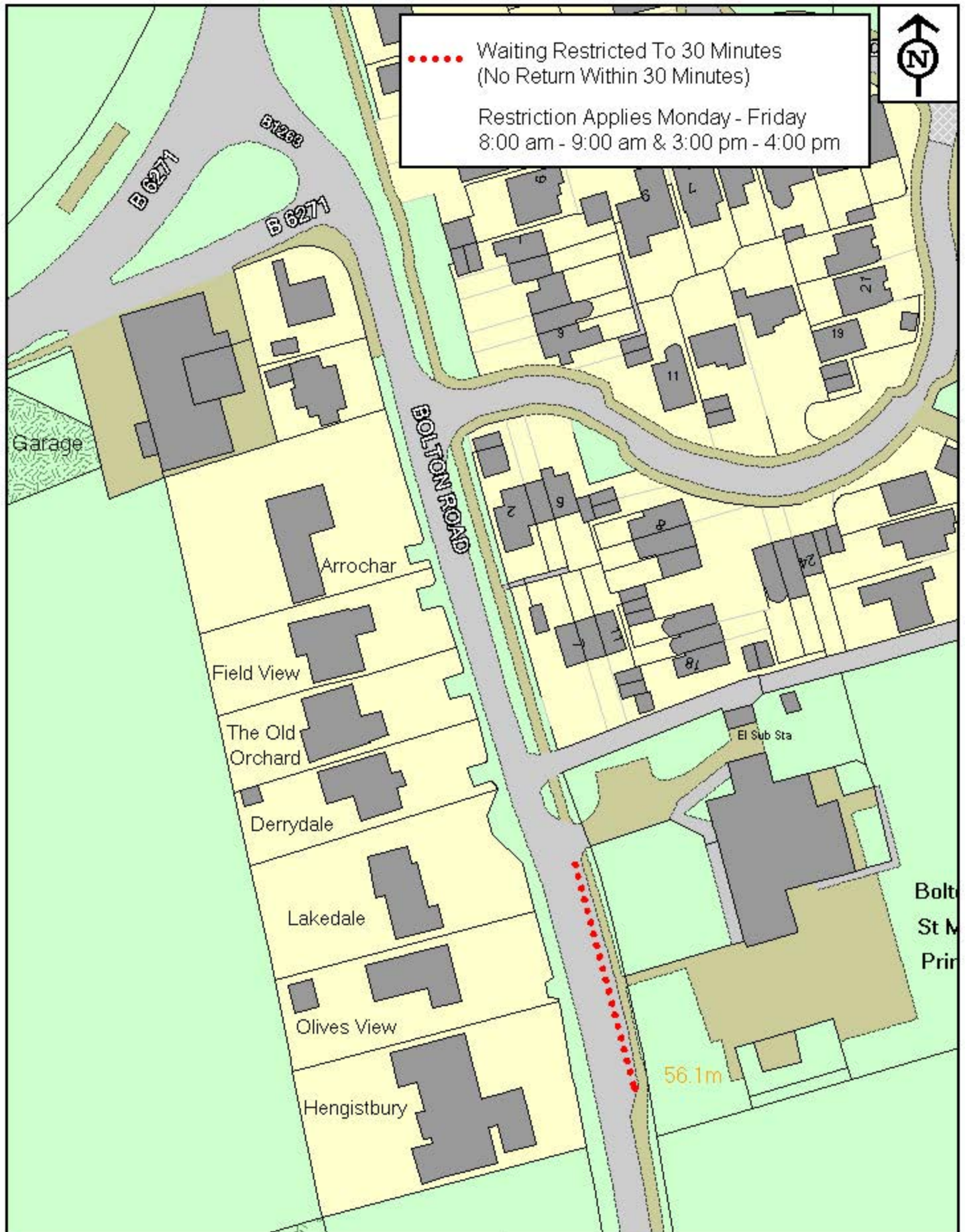
Appendix B - Details of comments received.

Appendix C - Initial equality and impact assessment screening form.

Appendix D - Climate change assessment form.

Barrie Mason
Assistant Director – Highways and Infrastructure
County Hall
Northallerton
07 May 2026

Report Author - Ian Beighton (Project Engineer - Area 1 Highways Office)
Presenter of Report - Jayne Charlton (Area Manager - Areas 1 & 2 Highways Offices)



..... Waiting Restricted To 30 Minutes
(No Return Within 30 Minutes)

Restriction Applies Monday - Friday
8:00 am - 9:00 am & 3:00 pm - 4:00 pm



Environment Department
 Corporate Director: Karl Battersby
 Assistant Director: Barrie Mason
 Highways & Transportation, Parking Services,
 Street Scene, Parks & Grounds

Project: Proposed Waiting Restrictions

Drawing Title: B6271 Bolton Road - Scorton

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Proposed Introduction Of Waiting Restrictions - B6271 Bolton Road, Scorton		
Responses In Support Of Proposal	Consultee Comment	Officer Comment
Scorton Parish Council	The Parish Council supports the proposal	Noted
Councillor Carl Les	Happy to support any traffic measures that will help with the parking issues around the school at drop off and pick up times	Noted
St Mary's C Of E Primary School (& Governing Body)	The layby adjacent to the school was created specifically to allow for use at school drop off and pick up times	This has not been verified
	The layby is largely occupied by vehicles belonging to local residents which forces parents to park further along the B6271	Noted
	A 'Police Community Support Officer' met with the school in January 2026 and reported on careful and considerate parking by parents but it was observed that several vehicles in the layby belonged to local residents	Noted
	The school has taken action in recent years to reduce congestion by:	Noted
	1. Introducing a staggered start to the school day	
	2. Expanding 'wrap around care' allowing children to be dropped off from 7:30 am and collected until 5:30 pm	
	3. Reminders to parents in weekly newsletters and text messages about the need for considerate parking and if possible walking to school	
Responses Not In Support Of Proposal	Consultee Comment	Officer Comment
Resident 1	The proposed restrictions should be more onerous with a three hour maximum stay at all times	The proposed restrictions will prevent all day parking but still allow overnight and weekend parking when the school is not in operation. Making the restriction more onerous will lead to additional parking on the main carriageway
	Additional restrictions should be provided on the main carriageway adjacent to residential properties	The proposal seeks to increase the turnover of parking in the layby which should remove the amount of parking on the main carriageway
Resident 2	Additional restrictions should be provided on the main carriageway adjacent to residential properties in order that access to and from private driveways is not impeded by vehicles parked opposite Some residents require access with a trailer and this is not possible when cars park opposite driveways	The proposal seeks to increase the turnover of parking in the layby which should remove the amount of parking on the main carriageway. It is not reasonable to prohibit vehicles from parking opposite every private driveway
Resident 3	Residents of and visitors to Glebe Terrace where the properties have limited off-street parking use the layby adjacent to the school for parking and the proposal should be amended such that the restriction does not apply on bank holidays or during school holidays	The restriction would not apply outside of school hours and at weekends. It would be difficult to sign the restriction such that it was not applicable during school holidays as the dates of these are not fixed and would therefore not be known to the general public. NB: Glebe Terrace is accommodation for the elderly and is located approximately 200 metres to the north of the layby on a different road

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Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics.
(Form updated October 2025)

Proposed Introduction of Waiting Restrictions
B6271 Bolton Road - Scorton

An Equality Impact Assessment (EIA) form is a document that proves paying due regard by considering protected characteristics. EIAs that accompany reports presented to Councillors for decision-making are published with the committee papers on our website and are also available in hard copy at the relevant meetings.

Section 1: Initial Equality Impact Assessment Screening	
This section documents the equality screening process of actual or potential impacts of the proposed activity on a specific protected characteristic, along with NYC's additional agreed-upon characteristics, to determine whether a full Equality Impact Assessment (EIA) is necessary or appropriate.	
Basic Details	
Directorate	Environment
Service area	Highways Operations
Proposal being screened	Proposed Introduction Of Waiting Restrictions B6271 Bolton Road - Scorton
Officer(s) carrying out screening	Jayne Charlton - Area Highways Manager Ian Beighton - Project Engineer
Lead Officer and contact details	Ian Beighton - ian.beighton@northyorks.gov.uk
Date of the assessment	March 2026
Please describe briefly what this EIA is about.	The proposal seeks to prevent long term parking in the layby adjacent to the school.
What does the authority hope to achieve by it?	To improve access to parking in the layby adjacent to the school and so improve turnover.
Further Details	
1.1 How have stakeholders been involved in this policy/ decision/ proposal?	A consultation exercise has been undertaken along with public advertisement of the details.
1.2 Will the proposal have a significant effect on how other organisations operate?	No.
1.3 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 an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.

Tick and indicate which protected characteristics are identified as relevant to the proposal (positive, negative, neutral or don't know).

Protected characteristic	Impact				Comments
	Positive	Negative	Neutral	Don't know	
Age	X				Access to a parking space within the layby should be improved
Disability	X				Access to a parking space within the layby should be improved
Sex			X		
Race (including GRTS)			X		
Gender reassignment			X		
Sexual orientation			X		
Religion or belief			X		
Pregnancy or maternity			X		
Marriage or civil partnership			X		
NYC's additional characteristics					
People in rural areas			X		
People on a low income			X		
Carer (unpaid family or friend)			X		
Are from the Armed Forces Community (including veterans)			X		
1.4 To which Part(s) of the Public Sector Equality Duties is the Policy/decision/proposal relevant? Tick and briefly describe.					
General Duties	Yes	No	Details		
Prohibit unlawful discrimination, harassment and victimisation		<input checked="" type="checkbox"/>			
Promote equality of opportunity		<input checked="" type="checkbox"/>			
Strengthen good relations between different groups		<input checked="" type="checkbox"/>			
1.5 Decision (Please tick one option)	Decision to recommend this policy/ decision for an Equality Impact Assessment?				
	Yes		No	<input checked="" type="checkbox"/>	

If the answer is “Yes”, or you indicate a negative impact on any of the characteristics mentioned in the table above, please continue to Section 2 and complete the full Equality Impact Assessment.

If the answer is “No”, please give a brief reason here.

The proposed waiting restrictions will only apply during school hours and not at all at weekends. It is anticipated that access to the parking space available in the layby will be improved for all drivers including older drivers and people with a ‘Blue Badge’.

Signed (Assistant Director or equivalent) Barrie Mason

Date 05/05/2026

Section 2: Equality Impact Assessment

This section aims to provide a full assessment of the actual or potential impacts on specific protected characteristics, along with NYC's additional characteristics. It will also identify the proper actions to mitigate these impacts, if needed.

2.1 Evidence, Consultation and Data: What data or evidence source(s) has/ have been used to inform this assessment? Select the relevant source (s):

- Demographic data
- Service usage data
- Consultation feedback
- National/local research and report
- Expert opinion
- Others

2.2 Stakeholder Engagement: What engagement has been done regarding the proposal and what are the results?

- Who has been consulted?
- How were they consulted?
- What feedback was received?

2.3 What positive impact will this proposal have on the council budget, people, community, economic growth and environment, etc? Please explain briefly

2.4 Please briefly describe how will this proposal affect people with protected characteristics? Only those who are identified as relevant to the proposal in section 1.

protected characteristics	Negative	Don't know	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information, etc.
Age			
Disability			
Sex			
Race (including GRTS)			
Gender reassignment			
Sexual orientation			
Religion or belief			

Pregnancy or maternity			
Marriage or civil partnership			
NYC's additional characteristics			
People in rural areas			
People on a low income			
Carer (unpaid family or friend)			
Are from the Armed Forces Community (including veterans)			
2.5 Geographic impact: Please detail where the impact will be (please tick all that apply)			
North Yorkshire wide			
Craven			
Hambleton			
Harrogate			
Richmondshire			
Ryedale			
Scarborough			
Selby			
If you have ticked one or more areas, will specific town(s)/ village(s) be particularly impacted? If so, please specify below.			
2.6 Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, citing evidence from Q2.1 & Q2.2, e.g. engagement, consultation and/or service user data or demographic information, etc.			
2.7 Mitigation and Actions: List the actions that will be taken to reduce or eliminate any negative impact identified above and how positive impacts will be enhanced. Briefly describe the action you defined.			
Actions	Lead	By when	
2.8 Monitoring and Review: If the proposal is to be implemented, how will the impact be monitored? Briefly describe the monitoring arrangements/systems that will be put in place to find out how the expected outcomes have been achieved in practice.			

2.9 Conclusion: Please summarise the findings of your EIA, including impacts, recommendations 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.

2.10 Sign off section.

This full EIA was completed by:

Name:

Job title:

Directorate:

Signature:

Completion date:

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 05/05/2026

Once this has been signed off, please send it to webteam@northyorks.gov.uk for publication on the appropriate webpage.

Publication:

To help people find completed EIAs, we publish them in the Equality and Diversity section of the NY Council [website](#).

Contact details

If you need further support and guidance about carrying out EIA, please contact your directorate equality representative as listed in Stage 4 on our Intranet: [Paying due regard to equality using equality impact assessments](#)

Or contact North Yorkshire Council's equality team on email Equality@northyorks.gov.uk

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Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process. If you have any additional queries, which are not covered by the guidance please email climatechange@northyorks.gov.uk

Title of proposal	Proposed Introduction Of Waiting Restrictions - B6271 Bolton Road, Scorton
Brief description of proposal	The proposal seeks to introduce a maximum period of waiting in the layby at the location in question. The layby is adjacent to 'Bolton On Swale Church Of England Primary School' and the proposal follows concern about the amount of semi-permanent long term parking taking place. Such parking prevents the use of the layby for the dropping off and picking up of pupils.
Directorate	Environment
Service area	Highway Operations
Lead officer	Jayne Charlton - Area Highways Manager
Names and roles of other people involved in carrying out the impact assessment	Ian Beighton - Project Engineer

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The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following.

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	No Effect on emissions	No effect on emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	No effect on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

Decision (Please tick one option)	Full CCIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full CCIA:	<input type="checkbox"/>
Reason for decision	It is not considered that the proposed introduction of waiting restrictions in the layby will have a material impact on any of the factors listed in the above table. By improving turnover of parking in the layby adjacent to the school then facilities will be improved for pupils and indiscriminate parking at other nearby less acceptable locations reduced.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	05/05/2026			

North Yorkshire Council

Environment Executive Members

27 May 2026

Review of Traffic Regulation Order – Proposed Residential Disabled Parking Bay 10 Overgreen View, Burniston

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 The purpose of the report is to advise the Corporate Director - Environment in consultation with the Executive Member for Highways and Transportation of the outcome of the public consultation and
- 1.2 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 10 Overgreen View, Burniston, as shown in Appendix A. The details of this case are outlined in this report.

3.0 BACKGROUND

- 3.1 Residential Disabled Parking Bays (RDPB) 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 in 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 1 criteria. This is undertaken by Customer Service Centre officers.

3.5 The next part of the process requires the local Area Highways Office to assess the application against the Stage 2, highway and site assessment criteria.

4.0 PROPOSALS

4.1 North Yorkshire Council Customer Service 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 Service Centre carried out the Stage 1 assessment for this application and the criteria were met. The local Area Highways Office then carried out the Stage 2 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 (shown at Appendix A) and questionnaire were hand delivered to residents on 12 March 2026. The proposal was advertised on 12 March 2026. The last date for receipt of comments was 02 April 2026.

5.2 The consultation material was hand delivered to all properties on the relevant part of Overgreen View and The Orchard opposite, 18 properties in total.

5.3 Responses received.

5.4 Two responses were received in support of the proposal and there was one response against the proposal.

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

6.0 FINANCIAL IMPLICATIONS

6.1 Funding is available from the existing Whitby Highways Area 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.

7.0 LEGAL IMPLICATIONS

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

7.2 The consideration of objections to Traffic Regulation Orders has been delegated by the Executive to the Corporate Director - Environment in consultation with the Executive Member for Highways and Transportation. 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.

7.3 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.

- 7.4 In the event that the Executive Member – Highways & Transportation and 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.
- 7.5 Where an Order has been made (i.e. sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.
- 7.6 In recommending the implementation of the proposed TRO, officers consider that it will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004. Regulation 9 of the Local Authorities' Traffic Orders (Procedures) (England and Wales) Regulations 1996 outlines the circumstances in which the Council would be required to hold a Public Inquiry. In light of the objection being received it has been considered whether it would be appropriate to hold a Public Inquiry. As there is just a specific objection to be considered it would not be proportionate in terms of both time and costs to hold an Inquiry. The objection can be given proper regard in the report and decision-making process.
- 7.7 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.
- 7.8 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 27 May 2026.

8.0 EQUALITIES IMPLICATIONS

- 8.1 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.
- 8.2 A screening form has been included in Appendix D.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 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 as Appendix E.

10.0 REASONS FOR RECOMMENDATIONS

- 10.1 The resident has requested 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 1 and Stage 2 assessments.

- 10.2 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 recently.
- 10.3 The officer recommendations made in this report result from careful scrutiny of the responses received from the consultation exercise. One response indicated an objection to the proposal. After scrutiny the reasons stated in the objection are considered not strong enough to uphold against supporting the needs of the applicant. More detailed explanations are given in Appendix C.
- 10.4 The assessment criteria have been met so no practical reasons were found to refuse the application.
- 10.5 Consultation has also taken place with the local elected member for the ward where the application is located. The local member offered the following comment:
- 10.6 I can fully support this as in my opinion it does not affect access or egress from any “A road or constitute a nuisance or danger to any other persons.’

11.0 RECOMMENDATIONS

- 11.1 It is recommended that the results of the consultation exercise are noted.
- 11.2 The Corporate Director – Environment, in consultation with the Executive Member for Highways and Transportation, approves the introduction of a new residential disabled parking bay at 10 Overgreen View, Burniston as shown in the plan contained in Appendix A.
- 11.3 That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director – Environment and Executive Member for Highways and Transportation 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

Barrie Mason
Assistant Director – Highways and Infrastructure
County Hall
Northallerton

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

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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Assessment / Eligibility Criteria

Stage One – applicant conditions

The applicant must be:

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- The driver of the vehicle (evidence of driver's licence and vehicle ownership will be required).
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- 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.

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- 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 10 Overgreen View, Burniston	
Summary of Comments	Officer comments
<p><u>Resident of Overgreen View, Burniston</u></p> <p>With regard to the application for an on street disabled parking bay, I feel this application has been made without any consideration for other residents, the residents of the house in question have been living in the property for over 3 years and only now feel they need a parking space, they are rude and abusive to other residents in the street and police are regularly visiting the property, parking is at a premium on this street as it is and to have a designated area for this resident will, without doubt cause bad feeling, the on street parking already causes problems for residents on the opposite side of the road as they are unable to get in and out of their drives.</p>	<p>The purpose of the consultation is to gather the views of other relevant stakeholders, including fellow residents.</p> <p>There are no time limits relating to when an applicant may apply for a disabled parking bay or how long they have lived at the property.</p> <p>Personal or subjective opinions regarding the applicant's behaviour or character cannot be considered as part of the assessment. Only relevant material, planning or highway related factors may be considered.</p> <p>While parking pressures are acknowledged, the assessment must also consider the verified mobility needs of the applicant. The application has met the Stage 1 & Stage 2 criteria, and, in this case, the needs of the applicant outweigh the reasons provided in the objection.</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: 10 Overgreen View, Burniston		
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 their 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	22/04/2026			

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 (RDPB)
Brief description of proposal	To introduce a RDPB at 10 Overgreen View, Burniston.
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	02/04/2026

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?

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

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				

<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 Infrastructure
Directorate	Environment
Signature	J. Hough
Completion date	02/04/2026

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 22/04/2026

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