

# Public Document Pack

## North Yorkshire County Council Business and Environmental Services - Executive Members & Corporate Director Meetings - Department

Friday, 24 September 2021 / 2.00 pm

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### A G E N D A

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- 1 **Apologies for Absence**
- 2 **Declarations of Interest**
- 3 **Exclusion of the public from the meeting during consideration of item(s) # on the grounds that it/they each involve the likely disclosure of exempt information as defined in the paragraph(s) # of Part 1 of Schedule 12A to the Local Government Act 1972 as amended by the Local Government (Access to information)(Variation) Order 2006**

#### **Items for Executive Member decision**

#### **Items for Corporate Director decision**

- 4 Proposed Speed Limit - East Heslerton (Pages 3 - 20) Tim Coyne
- 5 Common Lane and Oakwood Close Church Fenton - Proposed Waiting Restrictions (Pages 21 - 36) Gary Lumb
- 6 Haig Street, Selby - Proposed Waiting Restrictions (Pages 37 - 50) Gary Lumb
- 7 Proposed change to winter service operational procedures - reductions in the salt spreading rates (Pages 51 - 66) Richard Marr
- 8 Highways Capital Programme 2021-22 (Pages 67 - 78) James Gilroy

#### **Any Other Business**

- 9 Date of future formal meetings

#### **Circulation:**

##### **Executive Members**

Derek Bastiman  
Don Mackenzie

##### **Officer attendees**

Karl Battersby  
Jane Connolly

##### **Presenting Officers**

Tim Coyne  
Gary Lumb  
Richard Marr  
James Gilroy

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## North Yorkshire County Council

### Business and Environmental Services

#### Executive Members

24 September 2021

### Proposed Speed Limit – East Heslerton

#### Report of the Assistant Director – Highways and Transportation

##### 1.0 Purpose of Report

- 1.1 The purpose of the report is to advise the Corporate Director, Business and Environmental Services (BES) and the BES Executive Members of the outcome following public consultation and advertisement in regard to this proposal and for a decision to be made whether or not to introduce speed limits on various roads in East Heslerton in view of the objections received.
- 1.2 A decision of the Corporate Director, BES, is sought in consultation with the BES Executive Members regarding the recommended option.

##### 2.0 Background

- 2.1 The village of East Heslerton is bisected by the A64 Trunk Road.
  - To the South of the A64, the U1814 Church Lane serves the village by way of a loop road with two access points onto the Trunk Road.
  - To the north of the A64 the U1813 Carr Lane provides access to a number of residential properties along its frontage.
  - Further west of Carr Lane, the U1812 East Heslerton Lane is more of a country lane providing access to two farms.
  - All three roads are subject to the national speed limit of 60mph.
- 2.2 In November 2020 Highways England who manage the A64 made a Traffic Regulation Order to introduce a 40mph speed limit on the stretch of road through East Heslerton.
- 2.3 Following the introduction of the Order and the erection of new 40mph speed limit signs a number of complaints were received from residents. This was due to the fact that the new signage included national speed limit plates on the side roads from the A64 to the residential areas.
- 2.4 A request was also received from the Parish Council that all the national speed limit signs should be removed and replaced with 30mph signs.
- 2.5 The Local Highway Office considered it was appropriate to extend the 40mph speed limit from the A64 into Carr Lane to the north.
- 2.6 To the south of the A64 it was considered that Church Lane lent itself more to a 30mph speed limit as its alignment and landscape was more akin to a village lane.

- 2.7 A copy of the location plan showing the proposed extent of the speed limit on Church Lane is shown in Appendix A and Carr Lane in Appendix B.

### **3.0 Consultation**

- 3.1 Consultation with key stakeholders was undertaken on 14 January 2021 and no objections were received.
- 3.2 The Local Member, County Councillor Janet Sanderson was consulted on the proposal and did not raise an objection.
- 3.3 The proposed Order was advertised on 02 June 2021.
- 3.4 Only two residents responded to the consultation.
- 3.5 One of the residents provided a list of names of 27 residents of Carr Lane, who it was claimed were supporting a speed limit reduction to 30mph. However, the resident when asked admitted that they did not have an actual signed petition. The resident also stated that ideally a 20mph speed limit would be preferable.
- 3.6 One of the residents objected to the proposal on the basis that Carr Lane should be made a 20 mph speed limit and this together with your Officers comments is contained in Appendix C.
- 3.7 The response from the Parish Council was that although they are in favour of the speed limits being reduced, they considered that all roads in the built up areas should be made 30mph rather than 40mph. This would be applicable to Carr Lane.

### **4.0 Officer Comment**

- 4.1 Based on the comments from the Parish Council and the assumption that the residents referred to in section 3.5 were genuinely in favour of a 30mph speed limit on Carr Lane it was decided to amend the proposal on this road to make it a 30mph speed limit rather than 40 mph speed limit.
- 4.2 The Parish Council were notified of the proposal to amend the speed limit on Carr Lane to 30mph and are now fully supportive of the proposals.
- 4.3 Although the proposed Traffic Regulation Order (TRO) was advertised with a 40mph speed limit on Carr Lane, it is not considered that this represents a “substantial” change under Regulation 14 (Modifications) of the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996 which would require the TRO to be re-advertised. This is due to the fact that there appears to be a strong desire amongst residents and the Parish Council for a lower speed limit than the proposed 40mph.
- 4.4 Key stakeholders were consulted on the amended proposal for Carr Lane on 9 August 2021 and raise no objections.
- 4.5 The Police commented that it was a sensible solution.
- 4.6 The amended proposal for Carr Lane is shown in Appendix D.

## **5.0 Equalities**

- 5.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equalities Impact Assessment Screening Form is attached in Appendix E.

## **6.0 Finance**

- 6.1 The cost of advertising the Traffic Regulation Order and installing the signs and lines is estimated at approximately £1,000 which will be funded from the local Signs Lines and TRO budget held by the Kirby Misperton Highways Area Office.

## **7.0 Legal**

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

- 7.2 The consideration of objections to traffic regulation orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Committee is changed to a consultative role on wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director of Business and Environmental Services (BES) in consultation with BES Executive Members. The decision-making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A wide area impact TRO is classed as a proposal satisfying all three criteria set out below:

- The proposal affects more than one street or road and,
  - The proposal affects more than one community and,
  - The proposal is located within the ward of more than one County Councillor.
- This proposal is not considered to be a wide area impact TRO therefore.

- 7.3 In recommending the implementation of the proposed TRO, officers consider that it will preserve or improve the amenities of the area through which the road runs and enable the County Council to comply with its duty under Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). A copy of the Statement of Reasons for the TRO is contained in Appendix F.

- 7.4 Where an Order has been made (sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within 6 weeks from the date on which the Order is made.

- 7.5 In accordance with the protocol for reports to the Corporate Director, BES and the BES Executive Members, the relevant local member has been provided with a copy of this report and has been invited to the meeting on 24<sup>th</sup> September 2021.

## 8.0 Climate Change

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

### 9.0 Recommendation(S)

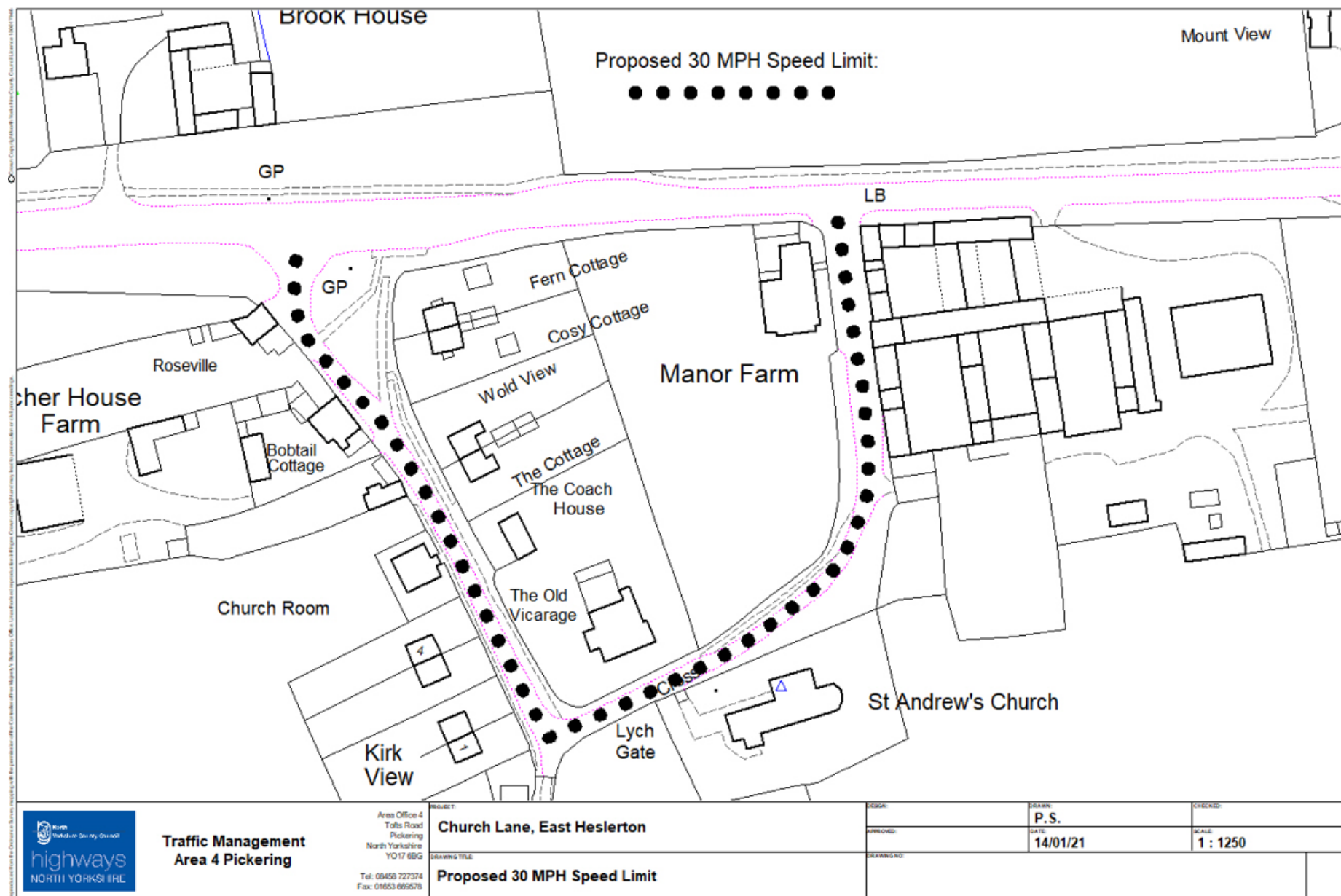
- 9.1 It is recommended that:-
- i. the Corporate Director, BES, in consultation with the BES Executive Members approves the proposed 30mph speed limit on Church Lane and Carr Lane as shown on the plans in Appendices A and C.
  - ii. the objector is notified of the decision within 14 days of the Order being made.

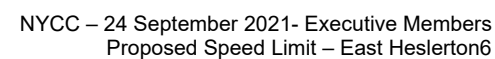
BARRIE MASON  
Assistant Director  
Highways & Transportation

Author of Report: Tim Coyne

#### Background Documents:

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







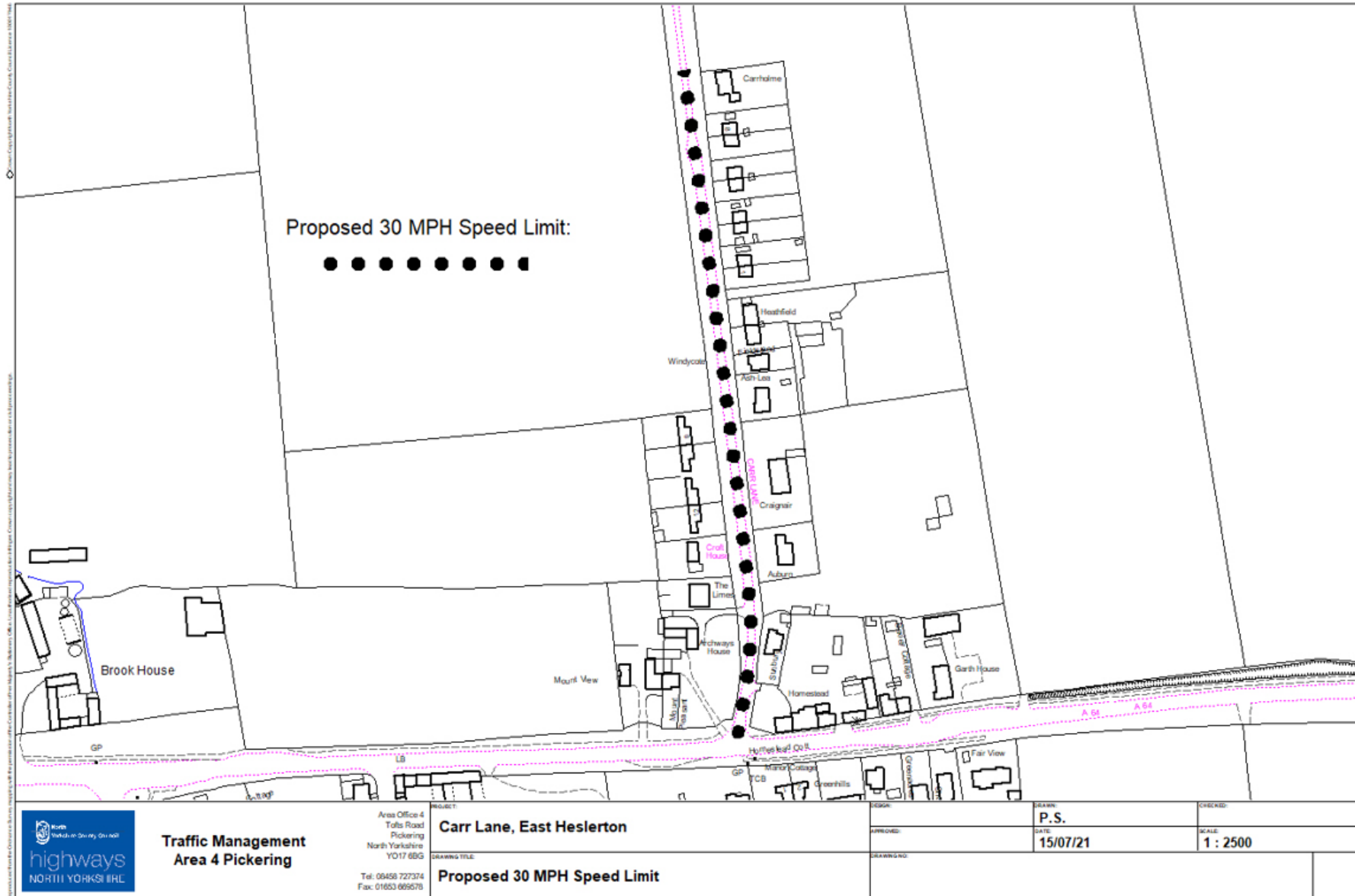
**Objectors Comment**

The speed limit should be reduced to 20mph on Carr Lane not 40mph.  
 A near miss from a car and van happened with a child nearly being run over in the past couple of months. A family pet a Cat, was run over and killed by a van this week June 2021 which belonged to another resident on the street.  
 The A64 has been reduced to 40mph, and Carr Lane should never be the same a major trunk road. Because it is as it says, a Lane.  
 2 cars find it difficult to pass each other on Carr Lane.  
 Artic lorries are a daily use on the Lane.  
 A caravan park has now opened on Carr Lane Delivery drivers are a daily use on Carr Lane.  
 Workers who are non-residents are constant speeders in vehicles on Carr Lane on a daily use.  
 Young families with children of all ages live on the Lane.  
 Elderly residents on Carr Lane are in constant danger to the amount of lorries vans caravans and cars being driven down the Lane.

**Officers Response**

The County Councils current 20mph speed limits policy states that –  
*20mph speed limits / zones should be restricted to residential areas, roads fronting schools, main shopping streets of town centres and “honeypot” locations where a high concentration of pedestrian traffic is generated. They might also be suitable for rural minor roads that have been designated as ‘quiet’ routes by virtue of their appropriateness and suitability for recreational use by large numbers of vulnerable road users such as cyclists, pedestrians and horse riders.*

It is not considered that Carr Lane has the characteristics that meet these requirements.  
 Additionally a speed survey was undertaken in June which demonstrated that the mean traffic speed on Carr Lane in the vicinity of the houses was 24.6mph. The County Councils current 20mph speed limits policy states that –  
*20mph speed limits by signs alone should only be used where mean vehicle speeds are 24mph or lower, where mean vehicle speeds are in excess of 24mph traffic calming measures must be introduced to reduce mean vehicle speeds to 24mph or below for a 20mph limit or zone to be introduced.*  
 Although the measured mean speed is only slightly above 24mph, in accordance with Policy, traffic calming measures would be required with an aim of reducing speeds to 24mph or below. This would require significantly greater funding than simply erecting signs and as such consideration must be given to the history of personal injury accidents which identify the road as an area requiring intervention. It is noted that Carr Lane does not have a history of personal injury accidents which could justify the implementation of traffic calming measures



<b>Initial equality impact assessment screening form</b>			
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.			
<b>Directorate</b>		Business and Environmental Services	
<b>Service area</b>		Highways & Transportation	
<b>Proposal being screened</b>		30mph Speed Limit Order.	
<b>Officer(s) carrying out screening</b>		Tim Coyne	
<b>What are you proposing to do?</b>		Introduce a 30mph Speed Limit on Church Lane and Carr Lane in the village of East Heslerton.	
<b>Why are you proposing this? What are the desired outcomes?</b>		To reduce traffic speeds and improve road safety for all users and to comply with the County Councils duty under Section 122(1) of the Road Traffic Regulation Act 1984	
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>		No	
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <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 <a href="#">Equality rep</a> for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	YES	No	
Age		No	
Disability		No	
Sex		No	
Race		No	

Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
<b>NYCC additional characteristics</b>			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	No		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	No		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
<b>Reason for decision</b>	It is not considered that the introduction of a 30mph speed limit which aims to reduce speeds through the village will have an adverse impact on those people with a protected characteristic.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	24 <sup>th</sup> September 2021		

## **PROPOSED 30 MPH SPEED LIMIT, COLD KIRBY**

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

#### **LEGAL POWERS AND DUTIES**

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

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

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

#### **REASONS FOR MAKING THE ORDER**

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

Presently the national speed limit applies through the village. It is the government policy that a 30mph speed limit should be the norm in villages. The village is primarily residential in nature and Officers consider that a 30mph speed limit would reduce the dominance of the motor vehicle and send the message that due consideration should be given to the amenity of residents and non-vehicular users of the village street.

**Location(s) of Proposed Order**

<b>Road</b>	<b>Length</b>
U1813, Carr Lane.	From its junction with the A64 trunk road, northwards for a distance of 350 metres.
U1814, Church Lane.	Its whole length.

**CONSIDERATION OF OBJECTIONS**

Under the County Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The report will include the views of the relevant local member who will also be invited to the meeting that considers the report. The Corporate Director - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined as a proposal satisfying all of the three criteria set out below:

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

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The Corporate Director - BES may wish to refer the matter to the Executive for a final decision.

The existing arrangements for members of the public wishing to attend or speak at committee meetings will apply and it may be appropriate for the Corporate Director - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.



## 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](mailto:climatechange@northyorks.gov.uk)

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

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

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

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Proposed 30mph Speed Limit, East Heslerton</b>
<b>Brief description of proposal</b>	<b>Introduction of a 30mph speed limit on Church Lane and Carr Lane</b>
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Highways &amp; Transportation</b>
<b>Lead officer</b>	<b>Tim Coyne</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>24<sup>th</sup> September 2021</b>

**Options appraisal**

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

**No**

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

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

Approximate cost of making the order, and providing signs is £1,000 which will be met from the budget of the local Highways Office.

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# APPENDIX G

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

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

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

No

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

The proposal is not considered to have an impact on climate change.

### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	<b>Tim Coyne</b>
<b>Job title</b>	<b>Improvement Manager</b>
<b>Service area</b>	<b>Highways &amp; Transportation</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	
<b>Completion date</b>	<b>14 August 2021</b>

**Authorised by relevant Assistant Director (signature):**

**Date:**

## North Yorkshire County Council

### Business and Environmental Services

#### Executive Members

24 September 2021

#### Common Lane and Oakwood Close Church Fenton - Proposed Waiting Restrictions

##### Report of the Assistant Director – Highways and Transportation

#### 1.0 Purpose of report

- 1.1 The purpose of the report is to advise the Corporate Director, Business and Environmental Services (BES) and the BES Executive Members of the outcome of public consultation and advertisement in regard to this proposal and seek a decision on whether or not proposed waiting restrictions should be introduced on Common Lane and Oakwood Close, Church Fenton.

#### 2.0 Background

- 2.1 Common lane is a link between Church Fenton and the village of Barkston Ash and serves the local train station that has parking provisions for approximately 15 vehicles. Oakwood Close is a residential street and is located near to the local community shop, which has no parking provisions. Residential properties have the benefit of off-street parking which are accessed from Oakwood Close, none rely on on-street parking.
- 2.2 The proposals, which comprise introducing no waiting at any time restrictions are in response to a request made by the local member, parish council and local residents concerned about kerbside parking on the west side of Common Lane and on both sides of Oakwood Close, at the locations shown on Plan 1 and Plan 2 attached. Parking in these locations can cause problems of obstruction, restricted visibility and hindering the passage of vehicles, in particular for large agricultural vehicles. Parking at or near the junction creates further problems with, access and egress for both pedestrians and drivers.
- 2.3 Photographs are attached showing the parking problems that occur, highlighting the concerns raised by residents.

#### 3.0 Consultation

- 3.1 The proposals have been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The proposals as advertised are shown on Plan 1 and Plan 2 attached.
- 3.2 By the conclusion of the advertising stage, seven letters had been received, two letters in support of the proposals and five against. The objector's comments are summarised in Appendix A, together with your Officers comments.
- 3.3 The local Member County Councillor Andrew Lee (the ward member representing Church Fenton and the Executive Member for Open for Business) was contacted during and after the consultation for his views on the proposals. Cllr Lee is fully supportive of the proposals.

#### **4.0 Officer comments**

- 4.1 The site was investigated and it was considered that the most appropriate option was to introduce a length of No Waiting at Any Time restriction by means of a Traffic Regulation Order. Your officers consider that the proposed restrictions will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the County Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway, as set out in the Statement of Reasons attached which formed part of the public consultation as required by the relevant procedural regulations. The introduction of waiting restrictions would also enable Civil Enforcement Officers to issue Penalty Charge Notices where vehicles park in contravention of the provisions of the proposed Traffic Regulation Order. On-street parking would continue to be permitted in some areas on Common Lane and Oakwood Close in the unrestricted sections of those streets.
- 4.2 Your officers consider it expedient that the proposed waiting restrictions on Common Lane and Oakwood Close, Church Fenton be implemented as advertised.
- 4.3 In the event an order is made the County Council is required to notify objectors within 14 days of it being made.

#### **5.0 Equalities Implications**

- 5.1 Consideration has been given to the potential for any equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. See Appendix B

#### **6.0 Climate Change Impact**

- 6.1 A climate change impact assessment has been carried out, see Appendix C. Steps will be taken during scheme delivery construction to reduce emissions as far as possible.

#### **7.0 Financial Implications**

- 7.1 The cost of advertising the Traffic Regulation Order and installing the road markings is estimated at approximately £1,500 which will be funded from the local highways (Signs Lines and TROs) budget.

#### **8.0 Legal**

- 8.1 Under the Officers Delegation Scheme which forms part of the County Council's Constitution the Corporate Director BES may authorise the making of Traffic Regulation Orders in accordance with the Road Traffic Regulation Act 1984 provided that where objection has been raised that decision is made in consultation with the relevant Executive Members and after consultation with the local Member. The matter is to be referred to the Executive where any outstanding objection is supported by a local Member.
- 8.2 Where it is considered by the Corporate Director BES in consultation with the Executive Member(s) that a proposed order meets the criteria for having a wide area impact the Director is required to consult the relevant Area Committee.

- 8.3 It is not considered that the proposed TRO has a wide area impact therefore it is not necessary for such consultation with the local Area Committee.
- 8.4 The relevant local member has been provided with a copy of this report and has been invited to the meeting on 20 August 2021.

## **9.0 Recommendation**

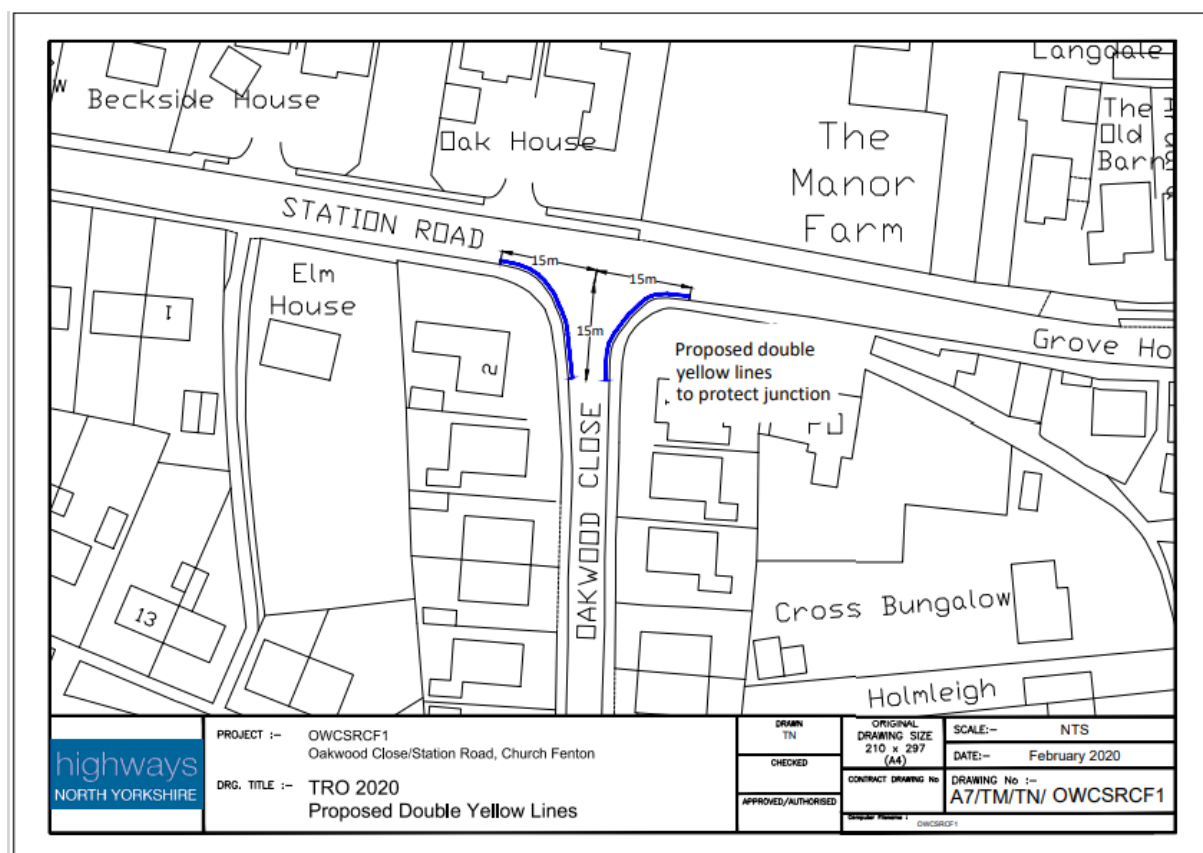
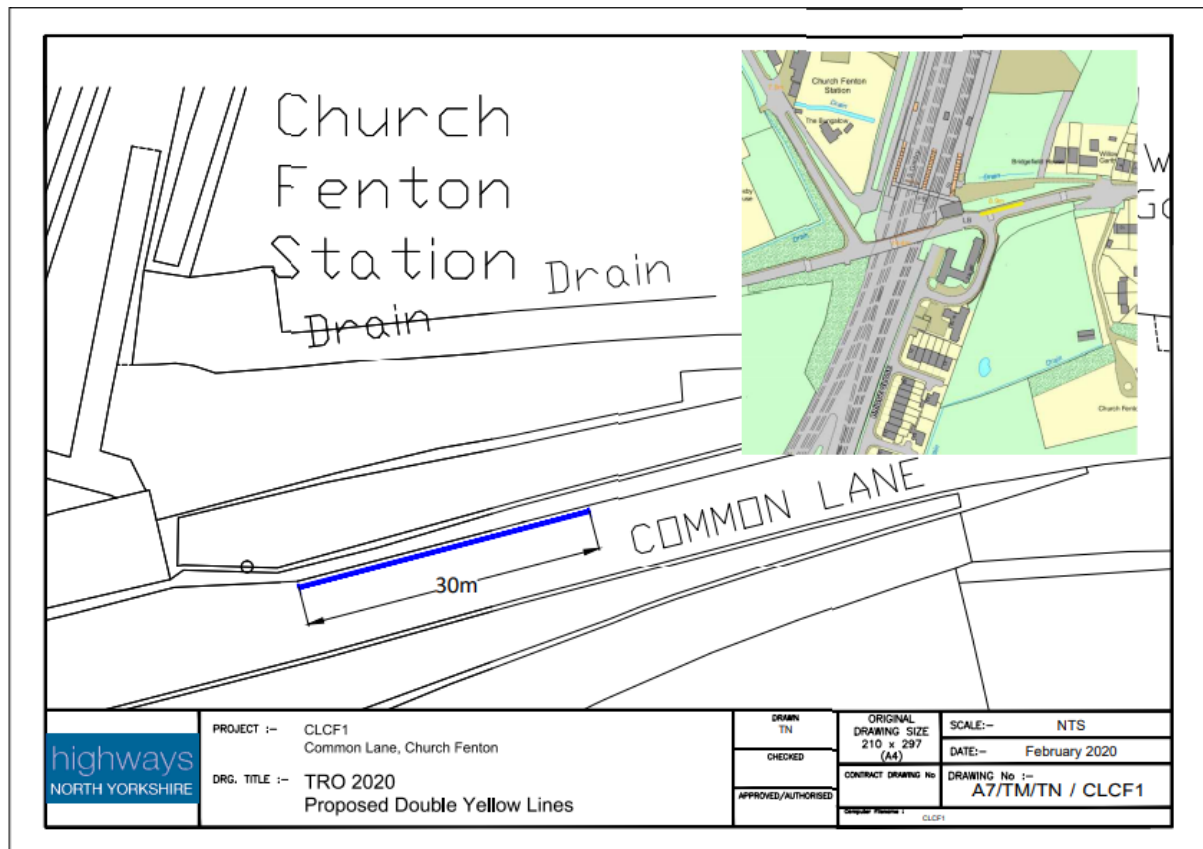
9.1 It is recommended that: -

- The proposed waiting restrictions on Common Lane and Oakwood Close, Church Fenton shown on Plan 1 and Plan 2 as advertised are implemented by making a Traffic Regulation Order under the Road Traffic Regulation Act 1984.
- That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic regulation Order to give effect to the proposed waiting restrictions as identified in this report (subject to the amendments and recommendations approved by the Corporate Director (BES) in consultation with Cllr Don Mackenzie, Executive Member for Access in light of the objections received) and that the objectors are notified within 14 days of the Order being made.

BARRIE MASON  
Assistant Director – Highways and Transportation

Author of Report: Gary Lumb

Background Documents: Letters of objection received are held in the scheme file held by the Selby Area 7 Highways Office.





Summary of Objections	Officer Comments
Residents of Oakwood Close.	
By putting restrictions in place, you would only be exporting the problems at peak times leading to blocked driveways and further nuisances.	If the parking were to move further down Common Lane, the road width would cater for the provisions of on-street parking.
The railway station car park is wholly inadequate and commuters need to park somewhere. Where will we now park?	You officer is satisfied that the proposals are complicit with the section 122 duty. However, drivers will have the opportunity to park in the unrestricted section where parking is available.
Having painted the lines – who would enforce any infringement? We have no traffic warden and I cannot imagine that the police would have the capacity to respond to any requests to attend. It is already against the highway code to park on a junction and there is no enforcement apparent at the moment.	The Highway Code (Rule 243) is DO NOT park opposite or with 10 Metres of a junction, therefore, as stated in the highway code, failure to comply with this rule will not cause a person to be prosecuted. The introduction of double yellow lines will allow for enforcement under the Traffic Regulation Order
The main issue we have as residents in Main Street is the speed at which vehicles travel and this order does not address that issue.	Your officers are satisfied 30mph is the correct speed limit and that if there are issues of speeding traffic they will be investigated as a separate matter

COMMON LANE



OAKWOOD CLOSE



## **PROPOSED INTRODUCTION OF WAITING RESTRICTIONS AT COMMON LANE AND OAKWOOD CLOSE, CHURCH FENTON**

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

#### **LEGAL POWERS AND DUTIES**

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

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

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

#### **REASONS FOR MAKING THE ORDER**

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

#### **Location(s) of Proposed Order**

##### **Common Lane, Church Fenton [Plan CLCF1]**

Introduction of 'No Waiting' at any time restrictions to remove indiscriminate parking close to the junction of Station Road. It is considered that the proposals will generally assist to secure the safer movement of vehicular and pedestrian traffic.



**Oakwood Close, Church Fenton [Plan OWCSRCCF1]**

Introduction of 'No Waiting' at any time restrictions to remove indiscriminate parking close to the junction of Station Road. It is considered that the proposals will generally assist to secure the safer movement of vehicular and pedestrian traffic.

Traffic Officer: Tessa Nielson (Area 7 Highways, Selby)

**CONSIDERATION OF OBJECTIONS**

Under the County Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The report will include the views of the relevant local member who will also be invited to the meeting that considers the report. The Corporate Director - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined as a proposal satisfying all of the three criteria set out below:

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

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The Corporate Director - BES may wish to refer the matter to the Executive for a final decision.

The existing arrangements for members of the public wishing to attend or speak at committee meetings will apply and it may be appropriate for the Corporate Director - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.

<b>Initial equality impact assessment screening form</b> (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.			
<b>Directorate</b>	Business and Environmental Services		
<b>Service area</b>	Highways & Transportation		
<b>Proposal being screened</b>	Proposed waiting restrictions		
<b>Officer(s) carrying out screening</b>	Gary Lumb		
<b>What are you proposing to do?</b>	Introduce no waiting at any time restrictions on Common Lane and Oakwood Close, Church Fenton.		
<b>Why are you proposing this? What are the desired outcomes?</b>	To prevent obstruction and to allow safe passage for all motor vehicles travelling along Common Lane and Oakwood Close, thus addressing the road safety problems which have been observed to occur on site and to comply with the County Council's duties under Section 122(1) of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	NO		
<b>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 NYCC's additional agreed characteristics?</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul>			
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 <a href="#">Equality rep</a> for advice if you are in any doubt.			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		√	
Disability		√	
Sex (Gender)		√	
Race		√	
Sexual orientation		√	
Gender reassignment		√	
Religion or belief		√	

Pregnancy or maternity		√	
Marriage or civil partnership		√	
<b>NYCC additional characteristic</b>			
People in rural areas		√	
People on a low income		√	
Carer (unpaid family or friend)		√	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	NO		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	NO		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	√	Continue to full EIA:
<b>Reason for decision</b>	The proposed waiting restrictions Order will require the installation of new road markings (Double yellow lines), but will not otherwise have an effect on those with Protected characteristics. Blue Badge Holders will be able to park for up to 3 hours on double yellow lines (and for the entirety of any shorter period of restrictions) in accordance with the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000. Parking will be permitted in other areas on Main Street and School Road.		
<b>Signed (Assistant Director or equivalent)</b>			
<b>Date</b>			



## 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](mailto:climatechange@northyorks.gov.uk)

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

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

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

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Proposed waiting restrictions</b>
<b>Brief description of proposal</b>	<b>Introduce no waiting at any time restrictions on Common Lane and Oakwood Close, Church Fenton.</b>
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Gary Lumb</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>None</b>
<b>Date impact assessment started</b>	<b>20/07/2021</b>



**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. It is considered that the proposed restrictions will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the County Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

**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 advertising the Traffic Regulation Order and installing the road markings will be funded from the local highways (Signs Lines and TROs) budget.

How will this proposal impact on the environment?		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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		x				
	Emissions from construction		x				
	Emissions from running of buildings		x				
	Other		x				
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			x				
Reduce <b>water</b> consumption			x				

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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise <b>pollution</b> (including air, land, water, light and noise)		x				
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		x				
Enhance <b>conservation</b> and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		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.

N/A

**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.

The proposed waiting restrictions order will require the installation of new road markings (Double yellow lines), but will not otherwise have an impact on the Environment. However, steps will be taken to ensure that construction emissions are reduced as far as possible.

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#### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	<b>Gary Lumb</b>
<b>Job title</b>	<b>Improvement Manager</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	<b>Gary Lumb</b>
<b>Completion date</b>	<b>20/07/2021</b>

**Authorised by relevant Assistant Director (signature):** Barrie Mason

**Date:**

## North Yorkshire County Council

### Business and Environmental Services

#### Executive Members

24 September 2021

#### Haig Street, Selby - Proposed Waiting Restrictions

#### Report of the Assistant Director – Highways and Transportation

##### **1.0 Purpose of Report**

- 1.1 The purpose of the report is to advise the Corporate Director, Business and Environmental Services (BES) and the BES Executive Members of the outcome of public consultation and advertisement in regard to this proposal and seek a decision on whether or not proposed waiting restrictions should be introduced on Haig Street Selby.

##### **2.0 Background**

- 2.1 Haig Street is a residential street, where some residents rely on on-street parking for their vehicles, although the majority of properties have the benefit of off street parking which is accessed from Haig Street.
- 2.2 The proposals, which comprise introducing no waiting at any time restrictions are in response to a request made by the Local Member, Town Council and local residents concerned about kerbside parking on both sides of Haig Street at its junction with Charles Street, at the location shown on Plan 1 attached. Parking in this locale can cause problems of obstruction, restricted visibility and hindering the passage of vehicles. Parking at or near the junction creates further problems with, access and egress for both pedestrians and drivers.

##### **3.0 Consultation**

- 3.1 The proposals have been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The proposals as advertised are shown on Plan 1 attached.
- 3.2 By the conclusion of the advertising stage, one letter of objection had been received. The objection and comments are summarised in Appendix A, together with your Officers comments.
- 3.3 Local Member County Councillor Stephanie Duckett (the ward member representing Selby) was contacted during and after the consultation on her views to the proposals. Cllr Duckett is fully supportive of the proposals.

#### **4.0 Officer Comments**

- 4.1 The site was investigated and it was considered that the most appropriate option was to introduce a length of No Waiting at Any Time restriction by means of a Traffic Regulation Order. Your Officers consider that the proposed restrictions will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the County Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway, as set out in the Statement of Reasons for attached to this Report which formed part of the public consultation as required by the relevant procedural regulations. The introduction of waiting restrictions will also enable Civil Enforcement Officers to issue Penalty Charge Notices where vehicles park in contravention of the provisions of the Traffic Regulation Order. On-street parking will be permitted in some areas on Haig Street, thus providing the opportunity to park in the unrestricted section where parking is available.
- 4.2 Your Officers therefore consider it expedient that the proposed waiting restrictions on Haig Street, Selby be implemented as advertised.
- 4.3 In the event an order is made the County Council is required to notify objectors within 14 days of it being made.

#### **5.0 Equalities Implications**

- 5.1 Consideration has been given to the potential for any equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. See Appendix B.

#### **6.0 Climate Change Impact**

- 6.1 A climate change impact assessment has been carried out. Steps will be taken during scheme delivery construction to reduce emissions as far as possible. See Appendix C.

#### **7.0 Financial Implications**

- 7.1 The cost of advertising the Traffic Regulation Order and installing the road markings is estimated at approximately £1,500 which will be funded from the local highways (Signs Lines and TROs) budget.

#### **8.0 Legal**

- 8.1 Under the Officers Delegation Scheme which forms part of the County Council's Constitution the Corporate Director BES may authorise the making of Traffic Regulation Orders in accordance with the Road Traffic Regulation Act 1984 provided that where objection has been raised that decision is made in consultation with the relevant Executive Members and after consultation with the local Member. The matter is to be referred to the Executive where any outstanding objection is supported by a local Member.
- 8.2 Where it is considered by the Corporate Director BES in consultation with the Executive Member(s) that a proposed order meets the criteria for having a wide area impact the Director is required to consult the relevant Area Committee.

- 8.3 It is not considered that the proposed TRO has a wide area impact and therefore it is not necessary for such consultation with the Local Area Committee.
- 8.4 The relevant local member has been provided with a copy of this report and has been invited to the meeting on 20 August 2021.

## **9.0 Recommendation**

9.1 It is recommended that: -

- The proposed waiting restrictions on Haig Street, Selby shown on Plan 1 as advertised are implemented by making a Traffic Regulation Order under the Road Traffic Regulation Act 1984.
- That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic regulation Order to give effect to the proposed waiting restrictions as identified in this report (subject to the amendments and recommendations approved by the Corporate Director (BES) in consultation with Cllr Don Mackenzie, Executive Member for Access in light of the objections received) and that the objectors are notified within 14 days of the Order being made.

BARRIE MASON  
Assistant Director – Highways and Transportation

Author of Report: Gary Lumb

Background Documents: Letter of objection received are held in the scheme file held by the Selby Area 7 Highways Office.





Summary of -Objection	Officer Comments
Residents of Haig Street.	
<p>We are both key workers, working full-time and travelling to work 5 times a week, and we need to have access to quick and convenient car parking.</p> <p>There are no alternative car parks / parking bays in the proximity, which would be available to us. If the County Council decide to introduce restrictions as per the current proposal, we will be in the very unfortunate position of not being able to park our cars outside of our house.</p> <p>We find it very unfair.</p>	<p>You officer is satisfied that the proposals are complicit with the section 122 duty. However, drivers will have the opportunity to park in the unrestricted section where parking is available.</p>

## **PROPOSED INTRODUCTION OF WAITING RESTRICTIONS AT HAIG STREET, SELBY**

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

#### **LEGAL POWERS AND DUTIES**

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

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

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

#### **REASONS FOR MAKING THE ORDER**

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

#### **Location(s) of Proposed Order**

##### **Haig Street, Selby [Plan CLCF1]**

Introduction of 'No Waiting' at any time restrictions to remove indiscriminate parking close to the junction of Charles Street. It is considered that the proposals will generally assist to secure the safer movement of vehicular and pedestrian traffic.

Traffic Officer: Glen Donaldson (Area 7 Highways, Selby)

## CONSIDERATION OF OBJECTIONS

Under the County Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The report will include the views of the relevant local member who will also be invited to the meeting that considers the report. The Corporate Director - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined as a proposal satisfying all of the three criteria set out below:

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

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The Corporate Director - BES may wish to refer the matter to the Executive for a final decision.

The existing arrangements for members of the public wishing to attend or speak at committee meetings will apply and it may be appropriate for the Corporate Director - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.

<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')  <b>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.</b>			
<b>Directorate</b>	Business and Environmental Services		
<b>Service area</b>	Highways & Transportation		
<b>Proposal being screened</b>	Proposed waiting restrictions		
<b>Officer(s) carrying out screening</b>	Gary Lumb		
<b>What are you proposing to do?</b>	Introduce no waiting at any time restrictions on Haig Street, Selby.		
<b>Why are you proposing this? What are the desired outcomes?</b>	To prevent obstruction and to allow safe passage for all motor vehicles travelling along Haig Street, thus addressing the road safety problems which have been observed to occur on site and to comply with the County Council's duties under Section 122(1) of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	NO		
<b>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 NYCC's additional agreed characteristics?</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <b>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 <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		√	
Disability		√	
Sex (Gender)		√	
Race		√	
Sexual orientation		√	
Gender reassignment		√	
Religion or belief		√	

Pregnancy or maternity		√	
Marriage or civil partnership		√	
<b>NYCC additional characteristic</b>			
People in rural areas		√	
People on a low income		√	
Carer (unpaid family or friend)		√	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	NO		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	NO		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	√	Continue to full EIA:
<b>Reason for decision</b>	The proposed waiting restrictions Order will require the installation of new road markings (Double yellow lines), but will not otherwise have an effect on those with Protected characteristics. Blue Badge Holders will be able to park for up to 3 hours on double yellow lines (and for the entirety of any shorter period of restrictions) in accordance with the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000. Parking will be permitted in other areas on Main Street and School Road.		
<b>Signed (Assistant Director or equivalent)</b>			
<b>Date</b>			



## 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.

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

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

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

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Proposed waiting restrictions</b>
<b>Brief description of proposal</b>	<b>Introduce no waiting at any time restrictions on Haig Street, Selby.</b>
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Gary Lumb</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>None</b>
<b>Date impact assessment started</b>	<b>20/07/2021</b>

**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. It is considered that the proposed restrictions will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the County Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

**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 advertising the Traffic Regulation Order and installing the road markings will be funded from the local highways (Signs Lines and TROs) budget.

<p>How will this proposal impact on the environment?</p> <p><b>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.</b></p>	<p><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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 <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	x				
	Emissions from construction	x				
	Emissions from running of buildings	x				
	Other	x				
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		x				
<p>Reduce <b>water</b> consumption</p>		x				



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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise <b>pollution</b> (including air, land, water, light and noise)		<b>x</b>				
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		<b>x</b>				
Enhance <b>conservation</b> and wildlife		<b>x</b>				
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		<b>x</b>				
Other (please state below)		<b>x</b>				

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

N/A

**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.

The proposed waiting restrictions order will require the installation of new road markings (Double yellow lines), but will not otherwise have an impact on the Environment. However, steps will be taken to ensure that construction emissions are reduced as far as possible.

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### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	<b>Gary Lumb</b>
<b>Job title</b>	<b>Improvement Manager</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	<b>Gary Lumb</b>
<b>Completion date</b>	<b>20/07/2021</b>

**Authorised by relevant Assistant Director (signature):**

**Date:**

## North Yorkshire County Council

### Business and Environmental Services

#### Executive Members

24 September 2021

#### Proposed change to the Winter Service operational procedures - reductions in the salt spreading rates.

#### Report of the Assistant Director – Highways and Transportation

##### 1.0 Purpose of Report

To enable the Corporate Director of Business and Environmental Services (BES), in consultation with the BES Executive Members, to approve

- 1.1 A reduction in some of the minimum salt spreading rates for future winter operational periods.

##### 2.0 Background

- 2.1 In the report tabled at your meeting held on the 25 September 2020, the resolution made then was to partially reduce some of our salt spread rates, moving closer to the minimum spread rates laid out in the Government backed industry guidance published by the National Winter Service Research Group. This guidance is titled Spread Rates for Precautionary Salting, which replaced the current Well Maintained Highways – Appendix H – Section H8.
- 2.2 In the report presented on the 21 August 2020 we reported that if the move to 9g/m<sup>2</sup> and 13g/m<sup>2</sup> during the 2020/21 season proved successful, and our confidence in the accuracy in the gritting fleet remains high, then it will be our intention to change our operational procedures again and lower the minimum salting spread rate to 8g/m<sup>2</sup> and the rate for road surface temperatures between minus 2 degrees and minus 5 degrees on damp roads to 12g/m<sup>2</sup> for the 2021/22 winter season.

##### 3.0 Proposal

- 3.1 Due to the experience last season of using the partially reduced spread rates, along with the confidence in gritter accuracy, coupled with the recent £2.2m purchase by North Yorkshire Highways of 18 new gritters, it is our intention, in line with the comments referred to in 2.3 above, to further reduce our proposed spread rates for precautionary salting to the minimums set out in the NSWRG guidance mentioned in 2.1 above. The rationale for determining the new reduced spread rates are shown in Appendix A.
- 3.2 The reduced salt spread rates that we are seeking approval for are shown on the proposed Decision Matrix from the draft Winter Service Manual for the 2021/22 season shown in Appendix B.
- 3.3 Whilst any definite cost saving is impossible to predict as it will depend on the prevailing weather conditions, it is expected that these reductions will save around

£75k during a normal season. This is in line with our Medium Term Financial Savings strategy.

#### **4.0 Equalities Implications**

- 4.1 Consideration has been given to the potential for any adverse equality impacts on people with Protected Characteristics, arising from the recommendation. The results of the impact assessment has been set out in a completed 'decision not to undertake an Equalities Impact Assessment' form. This is attached at Appendix C and it shows that there are no negative impacts on any of the groups with protected characteristics.

#### **5.0 Financial Implications**

- 5.1 There is an estimated saving from these proposals of £75,000 in the 2021/22 and future financial years which is included in the Medium Term Financial Strategy.

#### **6.0 Legal Implications**

- 6.1 Section 41(1A) of the Highways Act 1980 states that a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. Reducing our salt spreading rates to bring them into line with national guidance is not thought to weaken our response to that duty.

#### **7.0 Climate Change**

- 7.1 Consideration has been given to the potential for any climate impacts arising from the recommendation. It is the view of officers that the recommendation do not have an adverse on the environment of North Yorkshire and our aspiration to achieve net carbon neutrality by 2030 and a copy of the Climate change impact assessment screening form is attached as Appendix D.

#### **8.0 Recommendations**

- 8.1 It is recommended that:-
- i. The Corporate Director, in consultation with the BES Executive Members agree to these reductions to the minimum salt spreading rates in our operational procedures when implementing the winter service policy.
  - ii. The Winter Service Plan and Decision Matrix are duly altered to reflect these changes.

BARRIE MASON

Assistant Director – Business and Environmental Services

Author of Report: Richard Marr

Background Documents: Report to Business and Environmental Services Director and Executive Members: Proposed change to the Winter Service operational procedures - reductions in the salt spreading rates and a rewording the policy to clarify our snow clearance procedures, dated 25 September 2020.

**Rationale behind the revision of the NYCC salt spreading treatment matrix.**

Prior to last season, the treatment matrix had been in use for many years and had not changed even though gritter spreading accuracy has greatly improved. Also, recent alterations to the guidance around salt spreading rates have convinced Officers that there was scope to reduce some of our spread rates.

The guidance followed comes from the National Winter Service Research Group (NWSRG), and is attached.

***BACKGROUND TO NWSRG PRACTICAL GUIDE FOR WINTER SERVICE***

*The latest (2016) version of the UK Roads Liaison Group's national code of good practice for highway maintenance matters, 'Well-managed Highway Infrastructure', no longer provides detailed guidance to practitioners regarding the delivery of the winter service.*

*Instead, and recognising the technical quality of its work and level of expertise residing within the NWSRG, the UK Roads Board, on behalf of the UKRLG, has requested the NWSRG to make its Practical Guide generally available to all practitioners and interested parties, as it is considered to constitute the best way of providing national best practice guidance on these issues.*

The guidance goes into a lot of detail around the various external factors that influence how the salt that is spread works on, and is removed from, the road surface.

The key point of the guidance is that Authorities are to determine their own spread rate matrices that are appropriate for use on their own networks, as well as assisting them in determining which of those spread rates to utilise in response to a particular weather forecast, expected traffic and road conditions based upon this guidance.

The salient points to consider when determining our own matrix are:

1. Quality of the stored salt and accuracy of the gritter fleet.
2. Road temperatures expected during the period under consideration (usually the next 24 hours)
3. The amount of liquid water present at the time of spreading and the following period.
4. Traffic levels before, during and after spreading.
5. Wind speed and direction.
6. Residual salt present on the network.
7. Road surfacing type.

Last year the Corporate Director decision recognised the new guidance but restricted any reduction in spread rates to a minimum of 9g/m<sup>2</sup>, with further reductions only to be considered after a period of monitoring and experience. As no negative impacts were observed or detected, we now propose to reduce the spread rates further in line with the national guidance.

NYCC proposes to further amend its treatment matrix based on the following statements:

1. **Quality of the stored salt and accuracy of the gritter fleet.**
  - a) Our salt is stored under cover and assumed to be at the optimum moisture content of 2% to 4%, and this will be checked at points through the year.
  - b) The gritter fleet is modern, well maintained and calibrated at the start of every season. In season checks will be done and recorded. Therefore we will be using the rates suggested for "Good" spreader capacity.

**2. Road temperatures expected during the period under consideration (usually the next 24 hours)**

a) Our matrix will be divided into appropriate temperature bands.

**3. The amount of liquid water present at the time of spreading and the following period.**

a) Our matrix will be divided into dry, damp and wet for pre-treatments and ice, snow and freezing rain for post treatments.

**4. Traffic levels before, during and after spreading.**

Table 8.3 in the guidance:-

TABLE 8.4.3 TRAFFIC LEVEL CATEGORIES (RELATING TO THE PERIOD AROUND THE TIME OF THE PRECAUTIONARY SALTING OPERATION)	
Level	Vehicles per lane per hour
Light	Less than 20
Medium	20 to 250
High	250 or more and moving at normal traffic speeds
Congested	250 or more moving slower than normal traffic speeds

The guidance states:

*It is anticipated that traffic levels on the great majority of local authority road networks will fall within the 'Medium Traffic' category during the times periods that most precautionary salting operations are undertaken. Therefore, the recommended spread rates provided in the matrices contained within sub-section 8.6 relate to the 'Medium Traffic' category.*

*It is not anticipated that many local authority roads will fall into the 'High Traffic' category and research has shown that salt losses do not increase significantly for traffic levels beyond 250 vehicles per lane per hour, as long as this traffic is moving normally.*

*However, it is likely that some precautionary salting operations undertaken by local authorities will include routes that fall into the 'Light Traffic' and 'Congested Traffic' categories. In these situations, it is important that spread rates are modified accordingly.*

As all out pre-treatments are on the Priority One network, our spread rates for pre-treatments will be based upon Medium Traffic levels.

Rates for post treatments do not need to consider traffic levels.

**5. Wind speed and direction.**

The guidance states:

*When treatments are carried out during high wind conditions, it is recommended that authorities monitor residual salt levels and carry out re-treatments if and where necessary. If this issue is considered to pose a significant risk, authorities may also wish to increase spread rates when carrying out precautionary salting operations during periods when forecast mean wind speeds are 20mph or higher.*

Therefore our pre-treatment matrix for dry salting will show separate rates for when wind speeds are in excess of 20mph.

## 6. Residual salt present on the network.

The guidance states:

*Residual salt from previous operations can reduce the spread rates required to prevent frost/ice formation. However if, when decision making, residual salt levels are relied upon to reduce instructed spread rates, it is important that such decisions are evidence based. As with all other pertinent information relating to winter service decision making, the supporting data should be recorded and retained.*

For the purposes of the treatment matrix, the effect of any residual salt has been ignored. However, further guidance is being sought from the industry.

## 7. Road surfacing type.

The guidance asks that when spreading on porous asphalt, the spread rates provided in the guidance should be increased by 25% and the increased spread rate should be maintained for a distance of 1 kilometre 'downstream' of each porous section (in two-way traffic situations, the increased spread rate should be maintained for a distance of 1 kilometre at both ends of each porous section). For other negatively textured surfaces this increase should be between 10% and 25% for the first two years of the surfacing. For the purposes of our matrix this will be covered in a foot note.

The recommended spread rates for dry salting in the guidance are shown below:

Recommended Spread Rates – Dry Salting (g/m <sup>2</sup> ) Treatment Matrix 8.6.7				
Road Surface Temperature (RST) when frost/ice is predicted	Spreader Capability			
	<del>Fair</del>		Good	
	<del>Dry/Damp Road</del>	<del>Wet Road</del>	Dry/Damp Road	Wet Road
At or above -1.0°C	8	8	8	8
-1.1°C to -2.0°C	9	11	8	8
-2.1°C to -3.0°C	9	17	8	13
-3.1°C to -4.0°C	12	23	9	17
-4.1°C to -5.0°C	14	28	11	21
-5.1°C to -7.0°C	20	39	15	30
-7.1°C to -10.0°C	27	54	20	40
-10.1°C to -15.0°C	38	75	28	56

**TREATMENT MATRIX GUIDE**

Weather Conditions Road Surface Conditions Road Surface Temperature (RST)		Treatment		
		Salt Barn- Dry Salting (g/m <sup>2</sup> )	Dry roads only Wind in excess of 20mph Salting (g/m <sup>2</sup> )	Ploughing
Forecast frost or ice, RST at or above -2°C Road dry or damp		8	9	No
Forecast frost or ice, RST at or above -2°C Road wet		8		No
Forecast frost or ice, RST between -2°C and -3°C, Road dry or damp		8	13	No
Forecast frost or ice, RST between -2°C and -3°C, Road wet		13		No
Forecast frost or ice, RST below -3°C and above -4°C Road dry or damp		9	13	No
Forecast frost or ice, RST below -3°C and above -4°C Road wet		17		No
Forecast frost or ice, RST below -4°C and above -5°C Road dry or damp		11	20	No
Forecast frost or ice, RST below -4°C and above -5°C Road wet		21		No
Forecast frost or ice, RST below -5°C and above -7°C and dry or damp road conditions		15	20	No
Forecast frost or ice, RST below -5°C and above -7°C Road wet		30		No
Forecast frost or ice, RST below -7°C and above -10°C Road dry		20	20	No
Forecast frost or ice, RST below -7°C and above -10°C Road wet		40 or (2x20)	40 or (2x20)	No
Light snow forecast (<10mm) Pre-salt		20	20	No



Medium/heavy snow or freezing rain forecast Pre-salt		40 or (2x20)	40 or (2x20)	No
Freezing rain falling		20 (successive)	20 (successive)	No
After freezing rain		20	20	No
Ice formed (minor accumulations)	Above -5°C	20	20	No
Ice formed	At or below -5°C	40 or (2x20)	40 or (2x20)	No
Snow covering exceeding 30mm		20 – 40 (successive)	20 – 40 (successive)	Yes
Hard packed snow and ice	Above -8°C	20 – 40 (successive)	20 – 40 (successive)	No
Hard packed snow and ice	At or below -8°C	Salt/abrasive (successive)	Salt/abrasive (successive)	No
<p>*Subject to stockpile exposure and condition and spreader capability. Rate of spread for precautionary treatments should be adjusted to take account of residual salt or moisture</p> <p><b>Notes:</b> 1. _Treatments should be carried out whenever possible, after traffic has dispersed standing water. Successive half rate treatments may be considered where gritters return on the same route.</p> <p>1. Damp conditions definition – Water present which darkens the carriageway surface, no spray. Wet conditions definition – spray is evident.</p> <p>2. Porous Asphalt When spreading on porous asphalt, the spread rates provided in the matrices should be increased by 25% and the increased spread rate should be maintained for a distance of 1 kilometre 'downstream' of each porous section (in two-way traffic situations, the increased spread rate should be maintained for a distance of 1 kilometre at both ends of each porous section).</p>				

The matrix from the guidance below does not account for conditions when the roads are dry and wind speeds are in excess of 20 mph. Nor do they account for porous / negative texture asphalts.

Recommended Spread Rates – Dry Salting (g/m <sup>2</sup> ) Treatment Matrix 8.6.7				
Road Surface Temperature (RST) when frost/ice is predicted	Spreader Capability			
	<del>Fair</del>		Good	
	<del>Dry/Damp Road</del>	<del>Wet Road</del>	Dry/Damp Road	Wet Road
At or above -1.0°C	8	8	8	8
-1.1°C to -2.0°C	8	11	8	8
-2.1°C to -3.0°C	9	17	8	13
-3.1°C to -4.0°C	12	23	9	17
-4.1°C to -5.0°C	14	28	11	21
-5.1°C to -7.0°C	20	39	15	30
-7.1°C to -10.0°C	27	54	20	40
-10.1°C to -15.0°C	38	75	28	56

<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA') <b>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.</b>			
Directorate	BES		
Service area	H & T		
Proposal being screened	Proposal to adjust our operational procedures within the Winter Service Policy to reduce salt spreading rates to bring them in line with revised national guidance.		
Officer(s) carrying out screening	Richard Marr		
What are you proposing to do?	Reduce salt spreading rates in line with national guidance		
Why are you proposing this? What are the desired outcomes?	To reduce the amount of salt spread..		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>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 <u>Equality rep</u> for advice if you are in any doubt.</b></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		✓	
<b>NYCC additional characteristic</b>			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	The proposal covers the entire County			
<b>Will the proposal have a significant effect on how other organisations operate?</b> (E.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No.			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
<b>Reason for decision</b>	People with protected characteristics should not be adversely affected by the proposed changes.			
<b>Signed (Assistant Director or equivalent):</b>	Nigel Smith			
<b>Date:</b>	10/09/21			



## 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](mailto:climatechange@northyorks.gov.uk)

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

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

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

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Proposed change to the Winter Service operational procedures - reductions in the salt spreading rates</b>
<b>Brief description of proposal</b>	<b>To reduce the salt spreading rates during the forthcoming winter period</b>
<b>Directorate</b>	<b>Business and Environmental Services</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Nigel Smith</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>Richard Marr, Area Manager, Highway Operations</b>
<b>Date impact assessment started</b>	<b>7 September 2021</b>

**Options appraisal**

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

**No other options were considered, as this proposal is a minor amendment to existing operations. Moreover, it will have a negative impact on climate change.**

**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 proposal will reduce council costs as it will result in less salt being purchased for the winter service operation**

How will this proposal impact on the environment?		Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale?	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
<p><b>N.B.</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>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>		
<p><b>Minimise greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	X			A reduction in salt spread will result in less salt being purchased for the operation and therefore less salt transported from the mine to the highway depots.		
	Emissions from construction	X			Less salt will have to be mined.		
	Emissions from running of buildings		X		Negligible reduction from this proposal.		
	Other						
<p><b>Minimise waste:</b> Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X			Less salt will be spread on the highway		
<p><b>Reduce water</b> consumption</p>			X				

How will this proposal impact on the environment?	Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale?  Where possible/relevant please include: <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise <b>pollution</b> (including air, land, water, light and noise)	X			Reduced transport pollution due to less salt having to be delivered to highway depots.		
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X				
Enhance <b>conservation</b> and wildlife	X			Marginal impact of less salt being spread		
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		X				
Other (please state below)						



<b>How will this proposal impact on the environment?</b>  <b>N.B.</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.	<b>Positive impact</b> (Place a X in the box below where relevant)	<b>No impact</b> (Place a X in the box below where relevant)	<b>Negative impact</b> (Place a X in the box below where relevant)	<b>Explain why will it have this effect and over what timescale?</b>  <b>Where possible/relevant please include:</b> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<b>Explain how you plan to mitigate any negative impacts.</b>	<b>Explain how you plan to improve any positive outcomes as far as possible.</b>

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


**This proposal moves us to the nationally recognised minimum salt spread rates for winter operations.**

**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.

**As the proposal will result in less salt being spread on the County's highway network, this proposal will have a small, but positive impact to the environment and climate change.**

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Richard Marr</b>
<b>Job title</b>	<b>Area Manager</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>Business and Environmental Services</b>
<b>Signature</b>	
<b>Completion date</b>	<b>7 September 2021</b>

**Authorised by relevant Assistant Director (signature):**

**Date:**

## North Yorkshire County Council

### Business and Environmental Services

#### Executive Members

24 September 2021

### Highways Capital Programme 2021-22

#### Report of the Assistant Director – Highways and Transportation

#### **1.0 Purpose of Report**

- 1.1 To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Members, for additions to the Highways Capital Works Programme for Structural Highway Maintenance for 2021/22 identified since the last Highways Capital Programme report dated 21 August 2020

#### **2.0 Background**

- 2.1 The Highways Capital Programme is made up of four specific elements; these are Street Lighting; Bridges and Structures; Integrated Transport and Structural Highway Maintenance. Each of these elements is subject to prioritisation methods based upon an assessment of the required outcomes.
- 2.2 BES Executive Members will be aware that usual practice is to present two main reports per year; one in the summer, when the following years schemes are reported; followed by a winter report, when necessary changes to the programme are reported along with the headline allocations for the programme for the year after.
- 2.3 In line with 2.2 above, the report was considered at the BES Executive Members meeting held on 21 August 2020.
- 2.4 Although advanced planning is maximised through the implementation of a three-year rolling capital works programme, there are occasions when it is necessary, for sound operational reasons, to introduce new schemes into the in-year programme.
- 2.5 In a similar way it is sometimes not possible to deliver programmed schemes in the financial year initially intended, these schemes are then re-programmed into later years when implementation of works can take place.

#### **3.0 New Schemes to be introduced in the 2021/22 Capital Works Programme**

- 3.1 The following schemes are proposed to be added to the 2021/22 programme, in advance of the next scheduled Highways Capital Programme report:
- Main Street Ulleskelf Drainage
  - St John's Road Scarborough
- 3.2 Further details can be found in Appendix 1.

#### **4.0 Financial Implications**

- 4.1 Any additional costs associated with implementation of the scheme/s named in Appendix 1 will be accounted for as part of the routine strategic management of the Highways Capital Works Programme.
- 4.2 The contents of this report make no changes to the BES Capital Plan expenditure limits.

#### **5.0 Equalities Implications**

- 5.1 An Equality Impact Assessment screening form was included as part of the Capital Programme overall and this found that an Equality Impact Assessment was not required. As these schemes are typical maintenance schemes it is deemed that the original screening form included schemes of this type and that there will be no Equality Implications arising from this recommendation. See Appendix 2.

#### **6.0 Legal Implications**

- 6.1 The County Council, as Local Highway Authority, Street Authority and Traffic Authority has a wide range of statutory duties imposed by a variety of legislation.
- 6.2 Although the decision to carry out these schemes has been made in-year, it was developed and prioritised in line with the relevant legislation and approved Council policies.
- 6.3 It is the view of officers that there are no legal implications in terms of adding these schemes to the capital programme.

#### **7.0 Climate Change Impact**

- 7.1 A climate change impact assessment has been carried out, see Appendix 3. The negative impact of the schemes added to the capital programme is minimal. Steps will be taken during construction to reduce construction emissions as far as possible.

#### **8.0 Recommendation**

- 8.1 It is recommended that the Corporate Director, BES and the BES Executive Members
  - i. Agree the additional schemes for delivery in the 2021/22 financial year.

BARRIE MASON  
Assistant Director - Highways and Transportation

Author of Report: James Gilroy

Background Documents: Photographs to be presented at meeting

## Schemes to be added to the 2021/22 Highways Capital Programme

District		Location	Address	Est Cost/£	Reason for addition
Selby		Ulleskelf	Main Street	£35,000	Replace or relocate existing drainage pipe to reduce instances of highway flooding and potential impact on nearby residential properties.
Scarborough		Scarborough	St Johns Road	£12,000	Investigate, excavate and make safe a void located beneath the carriageway surface.

## Schemes to be added to the 2021/22 Highways Capital Programme

<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')  <b>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.</b>			
<b>Directorate</b>	Business and Environmental Services		
<b>Service area</b>	Highways & Transportation		
<b>Proposal being screened</b>	Highways Capital Programme 2021/22 - Approval of schemes not included at previous BES Executive Members meeting.		
<b>Officer(s) carrying out screening</b>	Kirstine Rudd		
<b>What are you proposing to do?</b>	Agree additions to the capital programme in advance of the next scheduled capital programme BES Executive Member report.		
<b>Why are you proposing this? What are the desired outcomes?</b>	Minimise the duration between scheme identification and agreement for inclusion on the agreed capital programme.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No, the proposal will result in reprioritisation of the current allocations to enable the additional schemes to be delivered.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <b>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 <a href="#">Equality rep</a> for advice if you are in any doubt.</b>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	

Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
<b>NYCC additional characteristic</b>			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	<b>No, the proposals do not negatively affect any groups of people.</b>		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	<b>No, the proposal will have no effect on how other organisations work.</b>		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:
<b>Reason for decision</b>	The allocation of funding is based on the 'manage, maintain and improve' (MMI) hierarchy set out in LTP4 which has been the subject of a full EIA. This concluded that the introduction of fewer improvement schemes may have a greater impact on people with mobility difficulties or without access to private vehicles as there will be fewer new facilities provided e.g. pedestrian crossings, dropped kerbs, bus stop accessibility improvements; however, it is also considered that prioritising maintenance, particularly for footways, through the MMI hierarchy is likely to produce a net benefit for people with the same protected characteristics; particularly in terms of age and disability.		
<b>Signed (Assistant Director or equivalent)</b>	<i>Barrie Mason</i>		
<b>Date</b>	<i>09.09.2021</i>		

## 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](mailto:climatechange@northyorks.gov.uk)

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

Planning Permission  
Environmental Impact Assessment  
Strategic Environmental Assessment

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

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Highways Capital Programme 2020/21 – October 2020/21 Update</b>
<b>Brief description of proposal</b>	1.2 To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with BES Executive Members, for additions to the Highways Capital Works Programme for Structural Highway Maintenance for 2021/22 identified since the last Highways Capital Programme report dated 21st August 2020
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>James Gilroy</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	<b>09.09.2021</b>



**Options appraisal**

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

No other options were progressed for adding schemes to the capital programme, as not carrying out the scheme in Appendix 1 would create a safety risk for highway users.

**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.

Any additional costs associated with implementation of the scheme/s named in Appendix 1 will be accounted for as part of the routine strategic management of the Highways Capital Works Programme.

The contents of this report make no changes to the BES Capital Plan expenditure limits

# APPENDIX 3

How will this proposal impact on the environment?		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?	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
<p><b>N.B.</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>Where possible/relevant please include:</p> <ul style="list-style-type: none"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>		
<p>Minimise <b>greenhouse gas emissions</b> e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel		x		Repairs to existing infrastructure		
	Emissions from construction			x	Some emissions from construction vehicles	Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc	
	Emissions from running of buildings		x				
	Other		x				
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			x				
Reduce <b>water</b> consumption			x				

## APPENDIX 3

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

<p>How will this proposal impact on the environment?</p> <p><b>N.B.</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><b>Positive impact</b> (Place a X in the box below where</p>	<p><b>No impact</b> (Place a X in the box below where</p>	<p><b>Negative impact</b> (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"> <li>• Changes over and above business as usual</li> <li>• Evidence or measurement of effect</li> <li>• Figures for CO<sub>2</sub>e</li> <li>• Links to relevant documents</li> </ul>	<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>
Other (please state below)		x				

<p><b>Are there any recognised good practice environmental standards in relation to this proposal?</b> If so, please detail how this proposal meets those standards.</p>
<p>N/A</p>

<p><b>Summary</b> 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.</p> <p>Minimal negative impact of the added scheme. Helps to ensure safety for all road users &amp; repairs an existing highway asset. Steps will be taken to ensure that construction emissions are reduced as far as possible.</p>
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**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>James Gilroy</b>
<b>Job title</b>	<b>Team Leader Highway Asset Management</b>
<b>Service area</b>	<b>Highways and Transport</b>
<b>Directorate</b>	<b>BES</b>
<b>Signature</b>	<b>J Gilroy</b>
<b>Completion date</b>	<b>09.09.2021</b>

**Authorised by relevant Assistant Director (signature):**

**Date:**

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