



Agenda

Notice of a public meeting of **Environment Directorate -
Corporate Director and Executive
Member - Highways and
Transportation**

To: Councillor Keane Duncan.

Date: Monday, 13th May, 2024

Time: 2.00 pm

Venue: Via Microsoft Teams

Business

Items for Corporate Director decision

1. High Street Hinderwell proposed waiting restrictions *(Pages 3 - 22)*
2. Skipton Transforming Cities Fund Traffic Regulation Orders *(Pages 23 - 38)*

Future Decisions for Chief Finance Officer - For Consultation

3. Increased Environment Agency Grant for Filey Town Seawall Refurbishment *(Pages 39 - 42)*

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

30 April 2024

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North Yorkshire Council

Environment Executive Members

13 May 2024

High Street, Hinderwell, proposed waiting restrictions

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

1.1 The purpose of the report is:

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

2.0 BACKGROUND

- 2.1 A consultation proposing several lengths of 'no waiting at any time' restriction on A174 High Street Hinderwell took place between February and May 2022. The result of that consultation was considered at your meeting on 24 November 2023. Whilst that report recommended that only one short length of 'no waiting at any time' restriction should be implemented, there was some concern expressed at the meeting, partly because commentators / objectors had not been able to access copies of the revised proposals before the meeting and that it was felt that more information was required to fully weigh up the road safety benefits against the proposed loss of on-street parking places.
- 2.2 The decision made on 24 November 2023 was that further consultation with frontagers was necessary to ensure there was greater clarity around what was now being proposed, particularly the effect on on-street parking. Due to the Statutory process for Traffic Regulation Orders, it was necessary to carry out a further round of publicly advertised formal consultation.
- 2.3 At the narrowest point of the A174 High Street, between numbers 40 and 46, due to the number of parked vehicles, two-way traffic is often not feasible, and vehicles frequently have to wait for on-coming traffic to clear before proceeding. This can result in vehicles travelling on the footway if drivers are not prepared to wait, increasing the risks for pedestrians walking along the footway on the northern side of the road. The red line in Appendix A indicates the area of footway vehicles are being driven on when drivers are not prepared to wait for oncoming traffic to clear. The yellow line indicates where the proposed new 24m length of 'no waiting at any time' restriction would be.

- 2.4 A one-hour survey was carried out by the local highway staff between 8:15am and 9:15am on 14 December 2023 to count;
- the number of vehicles that needed to give way to allow vehicles through from the opposite direction
 - the number of pedestrians
 - if any vehicles were being driven over the footway.
- 2.5 A total of 198 vehicles passed through this stretch of A174 during the one-hour survey period, in both directions. 46 vehicles (23%) had to give way to oncoming traffic due to the narrowness of the road caused by parked vehicles. Two of these vehicles were driven over the footway at the vehicle entrance to The Badger Hounds public house, in order for the vehicles to proceed when another vehicle was approaching them. Fortunately, no pedestrians were on the footway when the vehicles were being driven over it.
- 2.6 With regards to pedestrian movements during the one-hour survey, 28 were observed. Six of these were on the north side of the road, which is the side where the vehicles were being driven over the footway. Three were children and two were using wheelchairs.
- 2.7 The fact that during a random 'snapshot' one hour survey, two instances of vehicles being driven over the footway were observed, indicates that vehicles being driven over the footway is likely to be a commonplace occurrence at this location.
- 2.8 An image is included in Appendix A to help demonstrate the issues that the parked vehicles cause.

3.0 PROPOSALS

- 3.1 The consultation proposals are shown in Appendix B. The proposed parking restriction is located approximately 30 metres northwest from the narrowest point on the A174, opposite The Badger Hounds PH.
- 3.2 It is intended that this parking restriction will be used as a passing place which, in turn, is expected to reduce the likelihood of vehicles being driven on the footway at the narrowest section. As the proposals are located in front of an existing access, if approved, this would result in the loss of two car lengths of parking.
- 3.3 As referenced in 2.1 above, the original proposals advertised in 2022 were for several lengths of 'no waiting at any time' restriction on Hinderwell Road. Due to the responses received during the 2022 consultation, the proposals were reduced to only one length of restriction opposite the Badger Hounds public house, as this is the minimum length of new restriction that is required to create a passing place to reduce the risk of vehicles being driven on the footway adjacent the Badger Hounds car park.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 The proposals have been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The attached drawings indicate the extent of the proposals. Appendix B includes a copy of the letter dated 01 February 2024, plan and questionnaire that were sent out as part of the consultations process. The proposals were advertised in the Whitby Gazette on 08 February 2024. Given that the

advertising date took place after the letter delivery, to meet the requirements of a minimum period of 21 days for the Statutory consultation, the date for return of objections and representations was extended to 05 March 2024. The proposals were hand delivered or e-mailed to approximately 200 properties.

- 4.2 There were a total of 23 responses, 12 commenting that they are generally in support, 10 responses commenting that they are generally against the proposals and 1 pointing out positives and negatives of the proposal.
- 4.3 The comments received have been summarised into different themes which are shown below.

Issue raised	Numbers of responses raising the same concern	Officer comments
Not enough spaces for residents and customers of local businesses to park. Additional parking facilities should be provided.	7	<p>The Local Highway Authority recognises the advantage of having on-street parking available and has looked at the possibility of revoking any existing waiting restrictions. However, these all provide safety benefits and so revocation is not advised. The value placed on the existing on-street parking is acknowledged, however a balance needs to be struck between improving safety and retaining parking. This report recommends a length of proposed 'no waiting at any time' limited to a length originally requested by the Parish Council.</p> <p>The suggestion to provide additional off-street parking facilities is outside the remit of this consultation.</p>
Parked vehicles act as traffic calming. Inappropriate speed is the main issue.	3	<p>The Local Highway Authority agrees that whilst the parked vehicles are not permanently present, in some locations parked vehicles are very common, narrowing the running lanes along the A174 through the village. This results in reduced speeds and many drivers being forced into a "give and take" situation, especially for larger vehicles such as the buses. This report recommends a minimal scheme which would provide an additional passing place, which should contribute to a direct</p>

<p>The proposals will move parking onto other areas of the High Street</p>	<p>3</p>	<p>reduction in the number of times drivers drive over the footway.</p>
<p>Suggest an alternative method for stopping driving over kerbs or traffic calming methods.</p>	<p>3</p>	<p>Yes. However, the present proposals, would only remove two car lengths of parking.</p>
<p>A waste of resources and there isn't a problem to address.</p>	<p>3</p>	<p>This has been thoroughly considered but it is not practical. The existing pair of reflective bollards outside the Badger Hounds PH appears to have been effective. The installation of these were funded by the Parish Council but it was difficult to locate them in the correct position due to the number of utility apparatus pipes and cables in the footway. Additional bollards could not be guaranteed to be in the correct position to leave sufficient room from the kerblines to avoid vehicles clipping them whilst also leaving sufficient room to maintain a footway width for wheelchairs.</p> <p>Raising the kerblines to deter driving on it would also need the footway raising, this would not be practical as there are long sections of dropped kerbs for the access to the pub.</p>
<p>Propose a 20mph limit through the village.</p>	<p>1</p>	<p>A one-hour survey was taken by the local highway staff on 14 December 2023 to count the number of times that drivers needed to stop to allow vehicles through from the opposite direction. They also witnessed two vehicles travelling over the footway, fortunately no pedestrians were present at that time. This highlights the safety issue.</p>
<p>Propose a bypass.</p>	<p>1</p>	<p>Changing the speed limit is not part of this current proposals.</p>
<p>Propose a bypass.</p>	<p>1</p>	<p>This suggestion is outside the remit of this consultation.</p>

4.4 Local Member Cllr. Chance is aware of the strength of comment arising from the previous and most recent consultation, and supports the current proposals shown in Appendix B.

- 4.5 Additionally, Cllr Chance has requested that an advisory 'keep clear' H bar marking is placed across the access to Serenity Caravan, opposite number 27 High Street. The placing of an advisory 'keep clear' H bar marking does not require consultation and so can be carried out by the local area highways office without a formal decision being required.
- 4.6 Whilst it is acknowledged that the vehicles generally parked on the High Street act to some degree as a traffic calming measure, on a road as heavily trafficked as this, the knock-on effect of the 'chicane' effect this causes, with some drivers choosing to drive on the footway, should be addressed.
- 4.7 Whilst on-street parking outside properties is not a right, the value that such a facility provides needs to be weighed against the highway safety benefits of providing a passing place with the aim of reducing the number of instances of drivers using the footway.

5.0 ALTERNATIVE OPTIONS

- 5.1 As referenced in 2.1 above, the original proposals advertised in 2022 were for several lengths of 'no waiting at any time' restriction on Hinderwell Road. Due to the responses received during the 2022 consultation, the proposals were reduced to only one length of restriction opposite the Badger Hounds public house, in order to create a passing place to deter drivers from driving on the footway adjacent the Badger Hounds car park.
- 5.2 The placing of further bollards in the footway has been considered but, due to the presence of utility services in the footway, it is not possible to use bollards as a solution here.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The cost of advertising the Traffic Regulation Orders and painting the road markings would be in the region of £ 2,000. The cost of this would be met from the council's local highways office Signs and Lines budget.

7.0 LEGAL IMPLICATIONS

- 7.1 Consideration has been given to the potential for any legal implications arising from the recommendations.
- 7.2 The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Environment Executive Members and the role of the Area Constituency Committee is a consultative role on wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director for Environment in consultation with the Executive Member, Highways and Transportation. The new decision-making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A wide area impact TRO is classed as a proposal satisfying all the three criteria set out below:
- The proposal affects more than one street or road and,
 - The proposal affects more than one community and,
 - The proposal is located within the ward of more than one Councillor.

- 7.3 The proposals are wholly within the Council division of Danby and Mulgrave, therefore this would not be classed as a wide area impact TRO.
- 7.4 Officers consider that, should it be resolved that some or all of the proposed amendments are to be made, the changes will enable the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984, which provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 7.5 In the event that the Corporate Director of Environment and Executive Member for Highways and Transportation resolve to approve changes to the traffic regulation orders described in this report, then to accord with the relevant statutory regulations, the Council will be required to make and advertise the traffic regulation order concerned before it comes into operation. The Council will also be required to notify the objectors of its decision.
- 7.6 Where an Order has been made (sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks of the order being made.
- 7.7 All other main legal aspects are covered in section 4.0 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.

8.0 Public Inquiry Implications

- 8.1 Consideration has been given to the requirement to cause a public inquiry to be held regarding objections received.
- 8.2 Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires North Yorkshire Council, as order making authority, to cause a public inquiry to be held should the effect of the order be to prohibit the loading or unloading of vehicles or vehicles of any class in a road on any day of the week at all times or within certain times specified in the Act.
- 8.3 The proposal does not include the prohibition of loading or unloading and as such the Council does not consider there is a requirement to cause a public inquiry to be held.

9.0 EQUALITIES IMPLICATIONS

- 9.1 Consideration has been given to the potential for any equality impacts arising from the recommendation.
- 9.2 The proposals will reduce the on-street parking capacity by two vehicles. This has the potential for some drivers and their passengers to not be able to park as close to their destination as they would otherwise have been able. However, the safety benefits of these proposals are expected to outweigh the inconvenience of the relatively small increase in the distance a driver or car passenger would need to walk from where they had parked to their destination.

9.3 It is the view of officers that the recommendation does not have a significant adverse impact on any people who have the protected characteristics identified in the Equalities Act 2010. A copy of the Equalities Impact Assessment screening form is attached as Appendix C.

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 Consideration has been given to the potential for any climate change impacts arising from the recommendation and a Climate Change Impact Assessment screening form has been completed and is included as Appendix D. It is the view of officers that this recommendation does not have a significant adverse impact on any climate change factors.

11.0 REASONS FOR RECOMMENDATIONS

11.1 The Local Highway Authority has considered the impact parking restrictions would have on this area of the village and on the traffic travelling through it along the A174.

11.2 The previous plans, which included wider parking restrictions along the High Street, have now been reduced to a single 24m length of restriction. This is in order to create a passing place which is expected would reduce the occurrence of vehicles being driven on the footway adjacent the Badger Hounds car park and putting pedestrians at risk, whilst retaining as much of the on-street parking as possible.

11.3 The proposals as shown in Appendix B are supported by The Parish Council and the Local member.

12.0 RECOMMENDATIONS

- 12.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation:
- a) Approve the making of a TRO to impose the length of waiting restrictions as shown in Appendix B, as advertised under the Road Traffic Regulation Act 1984;
 - b) All responders are advised accordingly and notified of the making of the Order within 14 days of it being made.

APPENDICES

- Appendix A Photograph showing location of the proposals
Appendix B Statutory consultation documents, showing proposals
Appendix C Equalities Impact Assessment screening form
Appendix D Climate Change Assessment screening form

BACKGROUND DOCUMENTS

[Area 3 Proposed waiting restriction amendments High Street Hinderwell.1.pdf](#)
(northyorks.gov.uk)

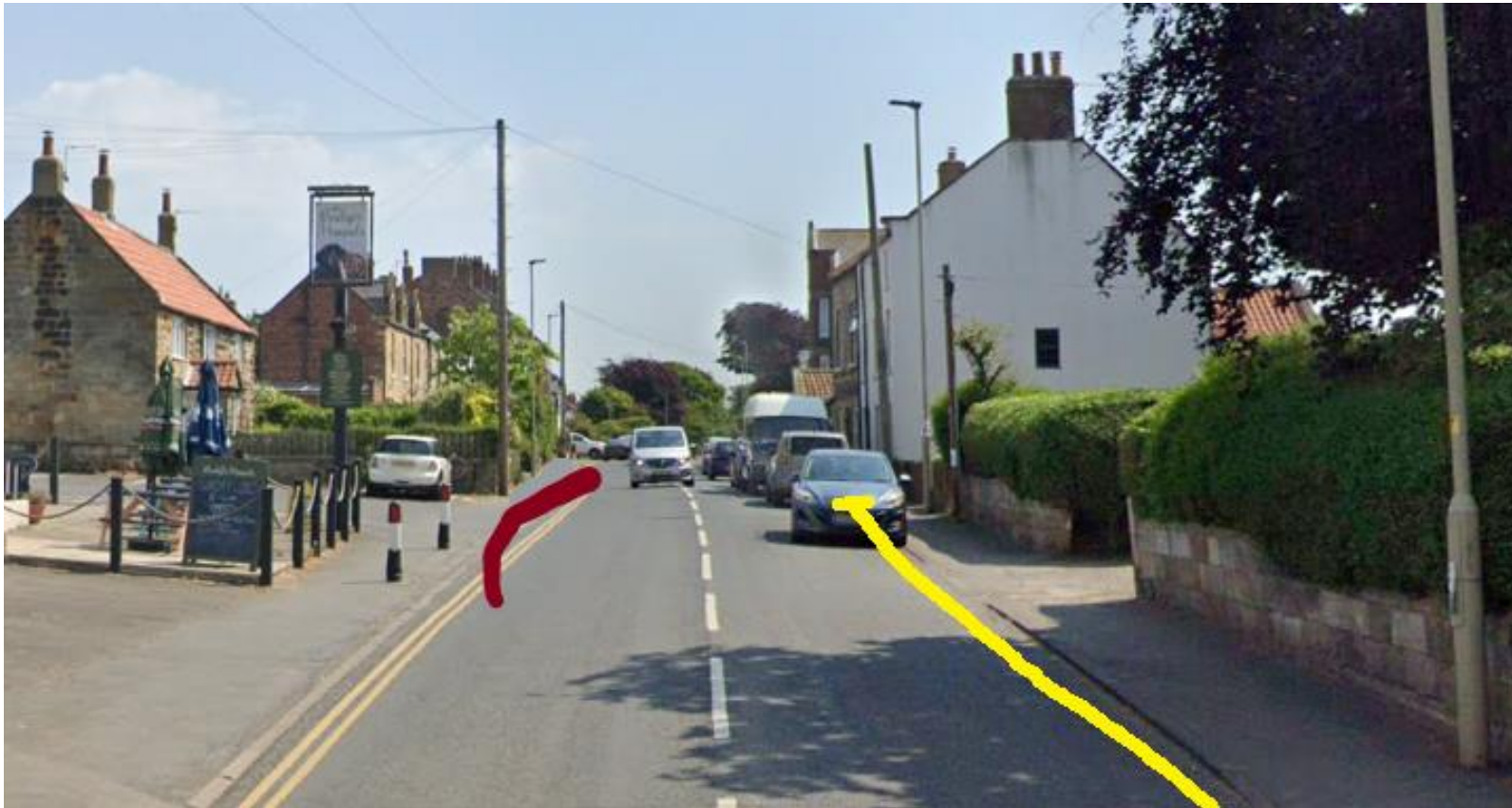
BARRIE MASON

Assistant Director

Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

Authors of Report: Ged Lyth, Project Engineer, Area 3 Highways
Helen Watson Improvement Manager, Area 3 Highways

Looking south east along the A174, Hinderwell High Street



The red line indicates the area of footway vehicles are being driven on when drivers are not prepared to wait for oncoming traffic to clear. The yellow line indicates where the proposed new 24m length of 'no waiting at any time' restriction would be.



Appendix B

Contact: Ged Lyth

Our Ref: A3.0931.2

1st February 2024

Dear Sir/Madam

High Street, Hinderwell -- proposed 'no waiting at any time' restrictions opposite The Badger Hounds PH

You may recall being consulted in Spring 2022 about proposals suggesting a number of new lengths of double yellow lines on Hinderwell High Street. A report containing a summary of all the comments made during the consultation of 2022 was considered by the Corporate Director for Environment in consultation with the Executive Member for Highways and Transportation on 24th November 2023. The report summarised many consultation comments which raised concerns about the potential loss of on-street parking and recommended that only one section of double yellow lines be installed. At the meeting, it was decided that given the length of time since the consultation, we should re-consult people with the reduced proposals.

Due to the number of parked vehicles narrowing the road, two-way traffic is not practicable, and vehicles frequently have to wait for on-coming traffic to clear before proceeding. This can result in vehicles regularly driving on the footway if they are not prepared to wait and increases the risks for pedestrians using the footway. It is not practical to install more bollards at the narrow point of Hinderwell Road, opposite number 40, due to the width of the footway and the presence of the utility services under the footway.

The plan attached shows the revised length of double yellow lines currently proposed. The reason for the proposal is to create an area that can be used as a passing place which in turn is expected to reduce the likelihood of vehicles driving on the footway. This would result in a loss of two car lengths of parking.

A Traffic Regulation Order would be required to introduce these proposals. This letter is part of the statutory consultation process required to make the lines recognised and enforceable.

The Council is required to consult those either directly affected by the proposals or who may have an interest, and the purpose of this letter is to provide you with details of those proposals. I would ask that you provide any views you may wish by completing and

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returning the attached questionnaire or sending an e-mail response by Tuesday 5th March, 2024.

If there are significant objections to the proposals it will be necessary to report them to the Environment Directorate – Corporate Director and Executive Member - Highways and Transportation meeting for a decision. The date of the meeting, which will be held via a Teams call online, is expected to be 17th May 2024. The time and venue will be advised as necessary in due course. I trust this is satisfactory and look forward to receiving your comments.

Yours faithfully,

Helen Watson CEng MICE

Improvement Manager

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LOCATION OF SCHEME - High Street, Hinderwell

DESCRIPTION OF SCHEME – Proposed addition of waiting restrictions - revised

Property Type (please tick appropriate box)	Business		Resident		None (Non-resident consultee)	
Contact Name						
Contact Address						
Contact telephone/fax/email						

1. Do you support the proposals as described in the accompanying letter and plan?

Yes

No

Comments / Reasons for objection (if applicable): -
If you only support or object to part of the proposals, please state which.

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

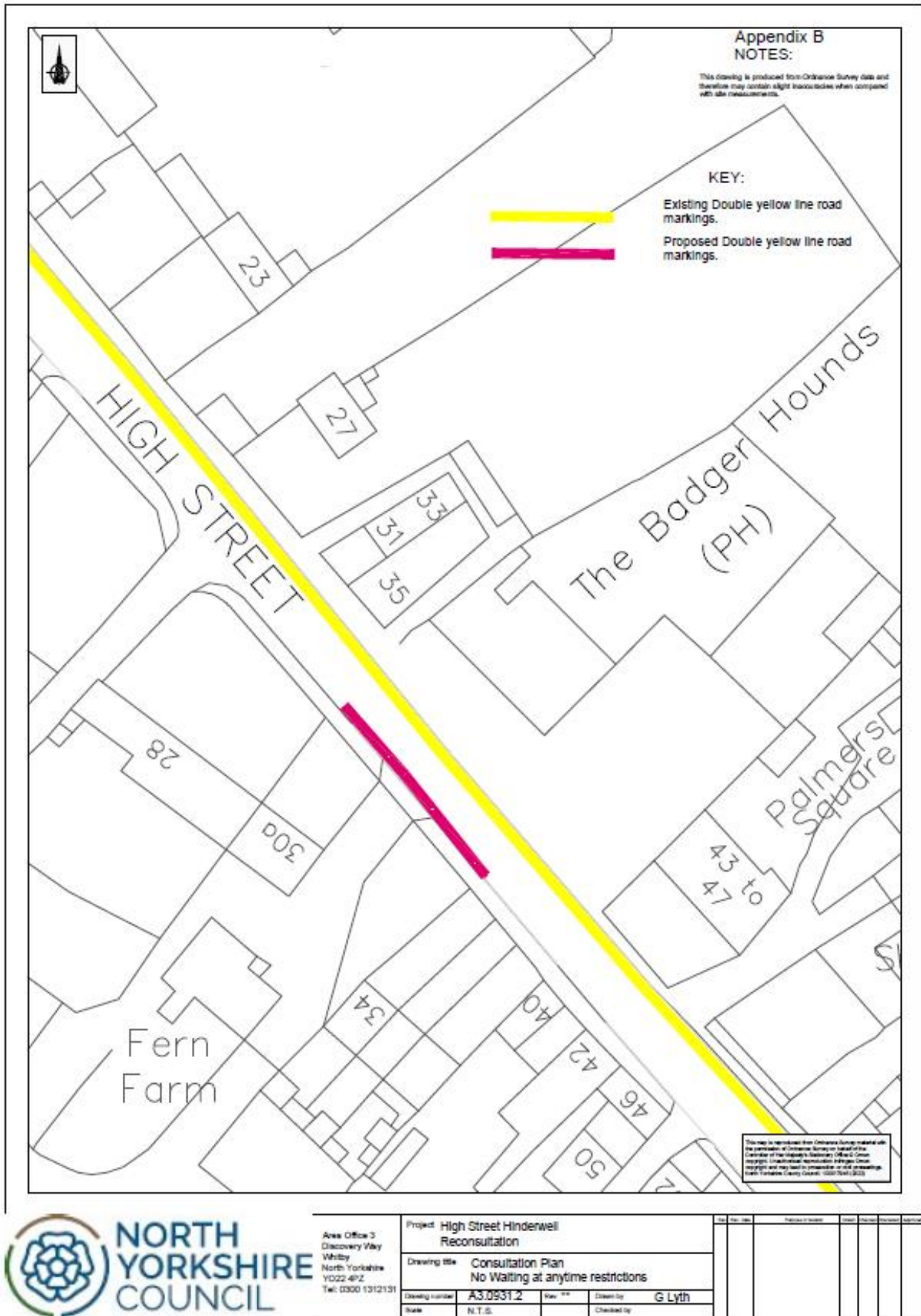
Or e-mail to : area3.whitby@northyorks.gov.uk

PLEASE RETURN QUESTIONNAIRES BY 5th March 2024

FOI Statement

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

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Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	High Street, Hinderwell – proposed ‘no waiting at any time’ restrictions opposite The Badger Hounds public house
Brief description of proposal	Installing a length of ‘no waiting at any time restriction’ by a length of 24m
Directorate	Environment
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Lead officer	Ged Lyth
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	14/03/24

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.

Bollards in the footway were considered but rejected as it is not feasible to install them, due to a narrow footway and presence of utility cables in the footway

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

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

The cost of implementing the road markings would be funded from the local highway area office's Signs and lines budget. Maintenance of the road markings would be absorbed as part of the annual maintenance budget.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	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	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	X		X	<p>Removing parking can have the effect of increasing vehicle speeds. Higher vehicle speeds can contribute to increased emissions and have a negative impact on air quality. However, this is not absolute and the speed of the vehicles are reliant on driver behaviour.</p> <p>Less queuing of vehicles waiting for a clear path through the narrowest section may reduce the time vehicles are stationary with the engines running.</p>	<p>The effect on speeds would be minimal as only a 24m length of double yellow line is proposed.</p> <p>The amount of queuing that currently takes place through this section should reduce slightly if the 24m length of proposed double yellow line is installed.</p>	
	Emissions from construction		X		Minimal impact for installation of roadmarkings		
	Emissions from		X		None		

How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.		Positive impact (Place a X in the box below where)	No impact (Place a X in the box below where)	Negative impact (Place a X in the box below where)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Page 18	running of buildings						
	Emissions from data storage		X		None		
	Other		X		None		
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X		None		
Reduce water consumption			X		None		
Minimise pollution (including air, land, water, light and noise)			X		None		

<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>	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	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X		None		
Enhance conservation and wildlife		X		None		
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		X		None		
Other (please state below)		X		None		

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

None

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

In summary, the Highway Authority's recommendation to install a 24m length of double yellow line on the approach to the narrowest section of High Street, Hinderwell is expected to have a negligible impact on environmental issues. This proposal is not expected to have a significant effect on traffic speeds. The proposal is not anticipated to have any impact on the choice of mode of transport.

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Sign off section

This climate change impact assessment was completed by:

Name	Ged Lyth
Job title	Project Engineer
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Directorate	Environment
Signature	
Completion date	14/03/24

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 25/04/2024

Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds		
Proposal being screened	Area 3 proposed waiting restriction amendments. High Street Hinderwell		
Officer(s) carrying out screening	Ged Lyth		
What are you proposing to do?	Implementation of a length of 24m of no waiting restrictions on High Street Hinderwell		
Why are you proposing this? What are the desired outcomes?	To reduce the risk of vehicles being driven over the footway by creating a passing place by prohibiting parking on the approach to the narrow section of The High Street, Hinderwell.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		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	
NYC additional characteristics			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		no	

<p>Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.</p>	<p>This proposal is likely to have a positive impact on pedestrian safety for those using the footway on the northern side of the High Street, as the incidence of vehicles being driven over the footway is likely to be reduced.</p> <p>This proposal is also anticipated to impact on the occupants of up to two vehicles. Due to two vehicle lengths of parking being removed, those occupants would have to walk marginally further between their parking place and their destination.</p> <p>Removing parking can affect traffic speed. Consideration has been given to how even slight speed increases on the High Street may affect people with protected characteristics when crossing the road or exiting their vehicles.</p>			
<p>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>A community hub and tearoom is located towards the western end of the High Street. The proposal to prohibit parking on this specific location is not anticipated to have a significant impact on the facilities.</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p>X</p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>The scheme should not create significant negative impacts for people with protected characteristics because the effect of removing two vehicle lengths of parking would be minimal.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>			
<p>Date</p>	<p>25/04/2024</p>			

North Yorkshire Council

Environment Executive Members

13 May 2024

Proposed Traffic Regulation Orders for Skipton Town Centre

Report of the Assistant Director – Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

1.0 PURPOSE OF REPORT

- 1.1 To advise the Corporate Director for Environment in consultation with the Executive Member for Highways and Transportation of the outcome of the public consultation and statutory advertisement which took place to introduce new waiting restrictions and a one-way restriction in Skipton to facilitate the Skipton Transforming Cities Fund (TCF) project proposals
- 1.2 A decision from the Corporate Director for Environment and the Executive Member for Highways and Transportation is sought regarding whether to proceed with the making of the Orders in view of the comments received.

2.0 BACKGROUND

- 2.1 The North Yorkshire Council has been awarded funding to deliver a project that will improve sustainable travel in Skipton Town Centre from the Government's Transforming Cities Fund (Skipton TCF). The proposals will:
- Improve the Black Walk and Gallows Bridge connection from the rail station to the bus station.
 - Improve the path along the canal to connect with Craven College and the Auction Mart.
- 2.2 It is necessary to introduce new Traffic Regulation Orders (TROs) to allow for these improvements. Specifically, new waiting restrictions are proposed on Carleton Street, Gas Street, Cross Street and Craven Street, as well as a one-way south-westerly restriction on Carleton Street. Plans/details can be viewed at Appendix A.

3.0 PROPOSALS

- 3.1 Consultation proposals are shown in Appendix A. The proposals that were subject to consultation reflected the original Skipton TCF project scope. Since then the TCF project's scope has been revised, meaning that the council is no longer seeking to implement changes on Broughton Road, Belmont Bridge, Coach Street, or Swadford Street. Amendments to the Swadford Street taxi rank and relocation of the disabled parking bay outside Belle Vue Terrace are also no longer proposed to proceed.
- 3.2 The council is proposing to make the orders for Carleton Street, Cavendish Street, Craven Street, Gas Street, and Manville Lane. It also proposes to make Carleton Street one way towards Craven Street, from the junction with Gas Street to the junction with Cavendish/Craven Street.

4.0 CONSULTATION

- 4.1 The proposals have been subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Orders (TRO) were advertised for public comment in the local press, published on North Yorkshire Council's website and by means of a legal notice placed on the relevant street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations. The TROs were advertised for public comment on 05 October 2023. The last date for receipt of objections was 31 October 2023.
- 4.2 The consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with the Executive Member. 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 Councillor.
- 4.3 In this case the proposal does not meet the criteria for a wide area impact TRO because it is located within the ward of one Councillor and affects one community.

5.0 RESPONSES, OBJECTIONS AND OFFICER COMMENTS

- 5.1 The only response received from the statutory groups consulted was from the council's archaeologist who confirmed no opposition. Nine other responses were received (see comments and responses at Appendix B). The Town Council and Local Member provided comments relating to matters outside of the specific TRO proposals. One objection related to Broughton Road – this proposal is no longer required due to project scope changes. Another objection related to waiting restrictions on Carleton Street.
- 5.2 Local Member Councillor Andy Solloway has provided his views on the proposals (see Appendix B). In accordance with the protocol for Environment Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on 13 May 2024.
- 5.3 Regarding the objection to parking restrictions on Carleton Street, the resident is concerned that the reduced parking options will impact them negatively. There is a reduction of four spaces on the north-west side of the street, with parking spaces remaining in the vicinity of the property on the south-east side, while the blue badge scheme allows holders to park in restricted areas for limited times. Officers consider this to be acceptable however, will explore the feasibility of introducing a disability parking space on this side.
- 5.4 Officers consider that the proposed measures and recommendations set out in this report will support local travel improvements and wider strategic aims. It will enable the Council to comply with its duty under Section 122 (1) of the Road Traffic 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 Statements of Reasons for proposing to make the Orders attached

to this report (see Appendix C). The proposed measures will also enable the Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network and both the more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.

6.0 EQUALITIES

- 6.1 Consideration has been given to the potential for any equality impacts arising from the recommendation. An objection was raised by a resident with a blue badge regarding their ability to park. However, spaces are available across the road and a blue badge holder is able to park for a restricted period on double yellow lines. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010 and a copy of the Equalities Impact Assessment screening form is attached as Appendix D.

7.0 FINANCE

- 7.1 The cost of advertising the Traffic Regulation Order is estimated at approximately £1500, which has been funded by the TCF Project budget.

8.0 LEGAL

- 8.1 In the event that the Executive Member and Corporate Director for Environment resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Orders (with or without modifications) and publish a notice of making the Orders in the local press before the Orders come into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 8.2 Where an Order has been made (i.e. sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.
- 8.3 In recommending the implementation of the proposed TRO, officers consider that it will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004.

9.0 PUBLIC INQUIRY IMPLICATIONS

- 9.1 Regulation nine of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 outlines the circumstances in which the Council would be required to hold a Public Inquiry. The Council has satisfied its duty and determined that the proposals do not include any restrictions on loading and unloading, therefore paragraph 3 of Regulation 9 does not apply in this regard. There were also relatively few objections received, therefore the Council considers that the holding of a public inquiry would not be proportionate in terms of timescale, officer time and the costs to public resources in this case. For completeness, the Council is not prohibiting nor restricting the passage of public service vehicles along a road.

10.0 CLIMATE CHANGE

- 10.1 Consideration has also been given to the potential for any adverse Climate Change impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on Climate Change and a copy of the Climate Change Impact Assessment decision form is attached as Appendix E.

11.0	RECOMMENDATIONS
11.1	<p>It is recommended that: -</p> <ul style="list-style-type: none">i) The results of the consultation exercise are noted.ii) The Corporate Director for Environment, in consultation with the Executive Member for Highways and Transportation, does not consider a public Inquiry is appropriate for the reasons set out in para 9.1 above and approves the making of TROs as shown in Appendix A.iii) That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director for Environment and Executive Member, Highways and Transportation in light of the objections received and that the objectors are notified within 14 days of the order being made.

APPENDICES:

Appendix A – Proposed location

Appendix B – Summary of comments received and officer response

Appendix C – Statement of reasons

Appendix D – Equality Impact Assessment Screening

Appendix E – Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

Letters/ Emails objecting to the proposals, as outlined in this report are held in the scheme files held by the Skipton Area 5 Highways Office.

Barrie Mason

Assistant Director

Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

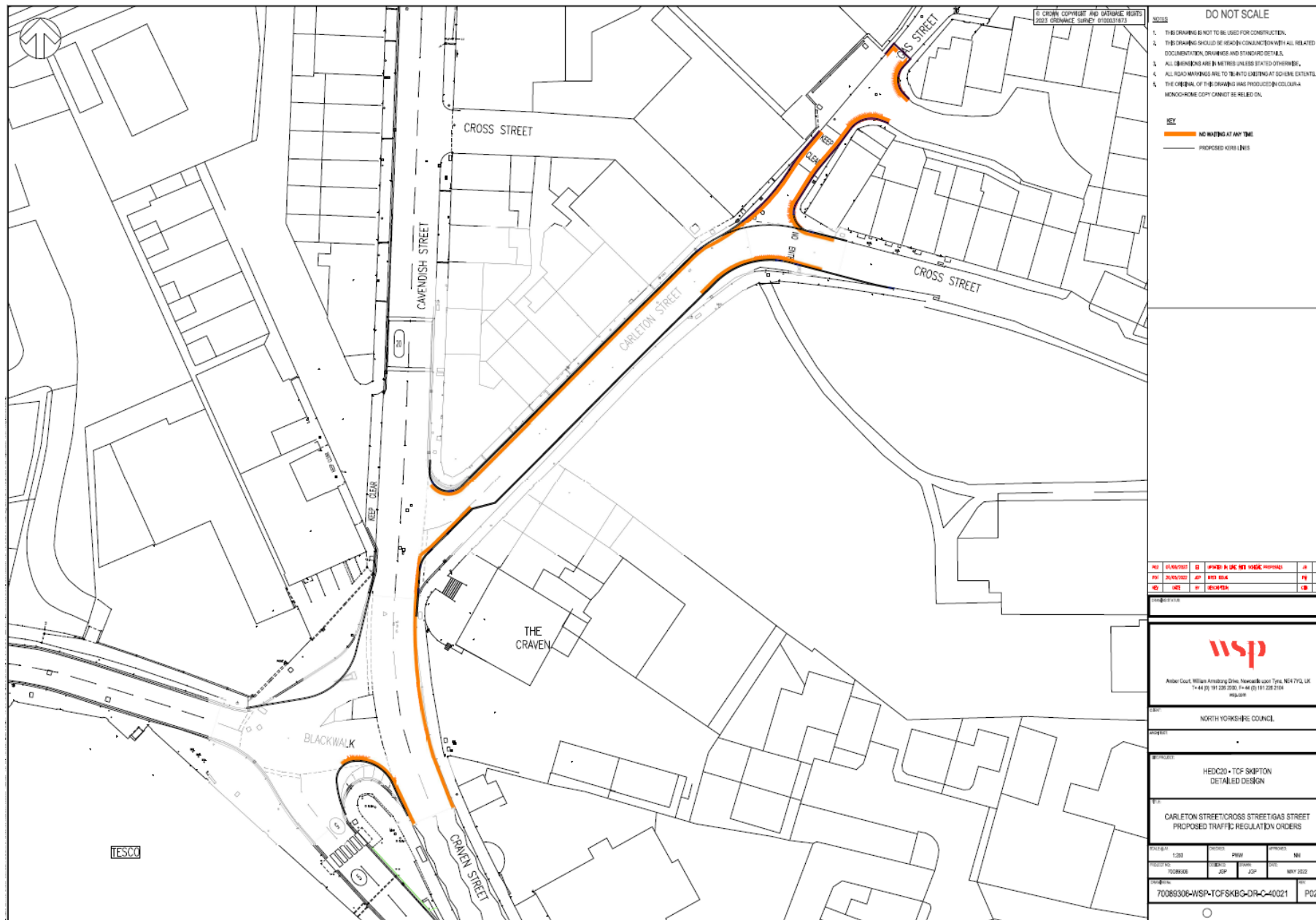
County Hall

Northallerton

13 May 2024

Authors of Report: Matt Roberts, Economic & Regeneration Project Manager and Tania Weston, TCF Programme Manager

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions



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PR	20/05/2023	JOP	WSP	WSP	WSP	WSP	WSP
RD	08/07/23	DR	WSP	WSP	WSP	WSP	WSP

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 www.wsp.co.uk

CLIENT: NORTH YORKSHIRE COUNCIL

PROJECT: HEDC20 - TCF SKIPTON

DESCRIPTION: CARLETON STREET/CROSS STREET/GAS STREET
PROPOSED TRAFFIC REGULATION ORDERS

SCALE: 1:200	DESIGN: PWV	APPROVED: NH
PROJECT NO: 70089306	DATE: JOP	DATE: MAY 2023

70089306-WSP-TCF-SK-BG-DR-C-40021 P02

	Comments	Response
1.	<p>I would like to make some comments over this as the Ward Cllr for the area, please.</p> <p>The junction of Carleton New Road and Broughton Road at this location is very difficult and even dangerous for pedestrians, especially for those with limited mobility. I am also fully aware that the Engine Shed Lane link road is intrinsically linked here. We must progress the link road to Engine Shed Lane as this will remove HGVs from the equation and as soon as this happens we can put in a safer crossing at this wide, sharp and poor visibility junction.</p> <p>At present there is a large community along Broughton Road that has no school, shops or many other services, that need to negotiate this junction as pedestrians and find it a daily problem. This junction, in its present state arguably cuts off a large Skipton community. It is not a safe route to school, it is not a safe route for anyone on foot or in a mobility scooter.</p> <p>Engine Shed Lane should be progressed ASAP and then immediately either a traffic island or a safe crossing slightly further up Carleton New Road from the junction, should be installed immediately HGV traffic is stopped.</p> <p>Please can my views be fed into this consultation.</p> <p>I have the support of many Skipton Town Councillors on this issue and I'm sure the Planning Committee on STC will be taking a robust view.</p>	<p>The comments, whilst valid, are not directly related to the TROs under consideration.</p> <p>Officers will consider these matters separately.</p> <p>Broughton Road restrictions no longer proposed.</p>
2.	<p>We have received details of the proposed changes to the TRO that affects Swadford Street, Skipton as we own a business on this street. We have no objections to the proposed changes to the taxi rank on this road, however we receive deliveries twice a week (Tuesday afternoon and Friday morning) every week, and as there is no access to the back of the building, we have to accept these deliveries through our main entrance. Please could you confirm the delivery driver will be able to park for a short time within the taxi rank (usually less than 15 minutes) to unload our twice weekly beer deliveries?</p>	<p>Swadford Street restrictions no longer proposed.</p>
3.	<p>Thank you for including us in the consultation for the TRO's associated with the TCF.</p> <p>Are the existing bus stops to be retained in their current position and no shelters to be provided? If not, whilst not a part of the TRO order I would like to see refreshing of the bus stop markings opposite the fire station and new marking on the stop opposite the</p>	<p>The existing bus stops are being retained and road markings will be refreshed as part of the project.</p> <p>Broughton Road restrictions no longer proposed.</p>

	end of Carleton New Road included as part of the work.	
4.	<p>We have received the letter dated the 5 October regarding the Traffic Regulation Order Updates for various locations in Skipton.</p> <p>We have circulated this to the Councillors, who are supportive of the changes, but we need this to be formally ratified at our Audit, Scrutiny and Planning Committee Meeting which isn't until the 2nd Nov at 18:30pm. Would we be able to submit their formal response first thing on Friday 3rd November?</p>	Confirmed
5.	<p>I am increasingly concerned about the proposal for double yellow lines outside my property and full side of my street.</p> <p>I am entitled to a disability blue badge which entitles me to close parking to my door, the proposed double lines and reduced parking will impede my way of life. I have grave concerns about deliveries to my house, I have food deliveries weekly also Medication deliveries.</p> <p>I also rely on carers who already struggle to park. Also how can any renovations to the property be made without blocking the road and causing chaos. All deliveries, workmen and removal vans would be unable to do their work.</p> <p>This part of the scheme should be scrapped, this will be detrimental to the quality of life to all the residents in this area and of little improvement to the proposed benefits it could bring.</p> <p>Please could you provide me with any statistical information that would support the reasons this scheme needs to be implemented.</p>	<p>Whilst noting the concerns the blue badge scheme allows holders to park in restricted areas for limited times. The double yellow lines do not prohibit stopping for loading and loading and deliveries.</p> <p>There will be limited waiting bays in the vicinity of the property. The council will also explore introducing a disability parking space on this side.</p> <p>There are parking spaces available on the opposite side of the road that are considered sufficient provision for residents.</p>
6.	<p>I am writing on behalf of the resident that lives at XX, Skipton – XX</p> <p>She has instructed me to write to you on her behalf.</p> <p>She objects to the proposals for the changes to the one way system for the following reasons:</p> <p>This is causing her much stress and anxiety and severely impacting on her mental health. She believes that this will make her life harder. She relies on food deliveries, medication deliveries and carers which will impact on their ability to provide these services.</p> <p>As this will be a no stopping zone, this will stop her being able to have white goods and carpets etc delivered to her home.</p> <p>The traffic noise will be closer to her home and this will increase her anxiety and impact her low mood.</p>	Please see above.

	<p>There will be less parking for family and carers. There is an understanding that you can't make it more difficult than what the road already is.</p> <p>Please take these objections into consideration.</p>	
7.	<p>I have concerns that the waiting restrictions on the left-hand side of Carleton St will result in displacement of vehicles to other nearby areas and may well generate other objections</p>	<p>We note your concerns. However, this is a reduction of four spaces, which it is considered will not result in significant displacement.</p>
8.	<p>You have sent through a proposed to move the disable parking bay from outside Belle Vue Dental Practice to the end of this section of parking.</p> <p>This would be of detriment to our elderly and disable patients that use this for parking giving them access to the practice.</p> <p>There was another disable pay at the end of this row that was taken out, can this be reinstated and leave the other outside the practice as well?</p>	<p>Broughton Road restrictions no longer proposed.</p> <p>We note your concerns. It is felt that relocating the disabled bay to the end of the parking bays, it becomes more accessible for parking. It is also closer to the station and hotel whilst remaining in the proximity of the Dentist.</p> <p>The space being removed was introduced for a resident of the adjacent property who has since moved.</p>
9.	<p>Thank you for the consultation on the above traffic regulations. The schemes will not have any impact on archaeological remains, therefore we have no issues with them being implemented.</p>	<p>Noted</p>
10.	<p>The Town Council's Audit, Scrutiny and Planning Committee have considered the TRO Order Updates at their meeting on 2nd November. They have no objections to the TRO amendments and the introduction of the one way system on Carleton Street, the Committee do have comments regarding safe pedestrian access, which are detailed below.</p> <p>The Town Council wants to encourage pedestrians, and strongly feel that the areas mentioned below are dangerous and difficult to navigate, especially for children, the elderly and disabled. Encouraging pedestrians and making Skipton a pleasant place to access on foot is crucial not only for those living and working in Skipton, but also tourist and visitors.</p> <p>Councillors have concerns regarding the junction of Carleton New Road and Broughton Road, feeling that it is dangerous for the community living down Broughton Road trying to get across this junction, and dangerous too for cyclists and drivers.</p>	<p>Broughton Road restrictions no longer proposed.</p> <p>The comments, whilst valid, are not directly related to the TROs under consideration.</p> <p>Officers will consider these matters separately.</p> <p>Access to the towpath is not negatively impacted by the TRO proposals.</p>

<p>The Broughton Road community is almost cut off for pedestrians at present, yet with Ings School being closed a safe route to school doesn't really exist.</p> <p>It also makes it difficult and dangerous for people accessing the Sports Centre on foot. Town Councillors would like to see investigations into where a footway could be sited in this location to allow safe pedestrian access to the sports centre and down Engine Shed Lane.</p> <p>The closure of Engine Shed Lane to HGVs at the Carleton New Road end offers a real chance to make the junction of Carleton New Road and Broughton Road much safer for pedestrians and for drivers.</p> <p>With the proposed amendments to the TRO what arrangements will be in place for emptying the bin and cleaning up the towpath at the top of Manville Lane and for access for the Canal and Rivers Trust? Is it possible to leave a single space at the top of Manville Lane for the council and CRT vans when they are carrying out maintenance work?</p>	
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Skipton Parking & Waiting Order 2023	
STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:	<p>The Council considers that it is expedient to make this TRO on grounds (a, c) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:</p> <ul style="list-style-type: none"> • To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management • Providing specific parking facilities for blue badge holders and waiting facilities for hackney taxi services
PROPOSED LOCATION:	<p>Access to Gawflatt Bridge, A6069 Broughton Road, A6069 Swadford Street, Coach Street, Coach Street Yard, Craven Street, Carleton Street, Cross Street and Gas Street, Skipton</p> <p>(Drawing: 70089306-WSP-TCFSKBR-DR-C-20021 70089306-WSP-TCFSKBG-DR-C-40021)</p>
Carleton Street TCF Skipton One Way Restriction	
STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:	<p>The Council considers that it is expedient to make this TRO on grounds (a, c, f) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:</p> <ul style="list-style-type: none"> • To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.
PROPOSED LOCATION:	<p>Carleton Street, Skipton</p> <p>(Drawing: 70089306-WSP-TCFSKBG-DR-C-50033)</p>

<p>Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')</p> <p>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</p>			
Directorate	Environment		
Service area	Major Projects & Infrastructure		
Proposal being screened	Proposed waiting and one-way restrictions		
Officer(s) carrying out screening	Tania Weston		
What are you proposing to do?	<p>Introduce no waiting at any time restrictions on Craven Street, Carleton Street, Cross Street and Gas Street, Skipton.</p> <p>Introduce one-way restriction on Carleton Street, Skipton.</p>		
Why are you proposing this? What are the desired outcomes?	<p>To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management.</p> <p>To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.</p>		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No.		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

Appendix D

Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	<p>The proposed restrictions 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 in accordance with the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000. Parking will continue to be permitted on Cross Street.</p> <p>Regarding the objection to parking restrictions on Carleton Street, the resident is concerned that the reduced parking options will impact them negatively. There is a reduction of four spaces on the north-west side of the street, with parking spaces remaining in the vicinity of the property on the south-east side, while the blue badge scheme allows holders to park in restricted areas for limited times. This is considered acceptable. However, officers will explore introducing a disability parking space on this side, although space constraints may mean this is not possible.</p>		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	26/04/2024		

Initial Climate Change Impact Assessment (Form created August 2021)

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

Title of proposal	Skipton TCF Traffic Regulation Orders
Brief description of proposal	<p>Introduce no waiting at any time restrictions on Craven Street, Carleton Street, Cross Street and Gas Street, Skipton.</p> <p>Introduce one-way restriction on Carleton Street, Skipton.</p> <p>To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management.</p> <p>To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.</p>
Directorate	Environment
Service area	Major Projects & Infrastructure
Lead officer	Tania Weston, TCF Programme Manager
Names and roles of other people involved in carrying out the impact assessment	<p>Matt Roberts, Economic & Regeneration Project Manager</p> <p>Richard Binks, Head of Major Projects & Infrastructure</p>

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

Remember to think about the following;

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

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

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

Decision (Please tick one option)	Full CCIA not relevant or proportionate: <input checked="" type="checkbox"/>	Continue to full CCIA: <input type="checkbox"/>
Reason for decision	<p>A full CCIA has been completed for the overall Skipton TCF project.</p> <p>The proposed restrictions in themselves are unlikely to have a climate change impact. The changes to highway regulations will provide improvements for those walking, cycling and using public transport, the most carbon efficient modes of transportation. As a result, it is expected that it will encourage a shift towards these modes in the longer-term, providing a positive climate change impact.</p>	
Signed (Assistant Director or equivalent)	Barrie Mason	
Date	26/04/2024	

North Yorkshire Council

Corporate Director, Resources

13 May 2024

Permission to accept an increased Environment Agency grant towards Filey Town Seawall Refurbishment

Report of the Assistant Director – Highways & Transportation, Parking Services, Street Scene and Parks & Grounds

1.0 PURPOSE OF REPORT

- 1.1 To inform the Corporate Director, Resources, the Executive Member for Finance and the Executive Member for Highways and Transportation of an ongoing former Scarborough Borough Council legacy coastal protection scheme which requires additional grant that has been offered.
- 1.2 To request the Corporate Director, Resources, the Executive Member for Finance and the Executive Member for Highways and Transportation to agree to accept an increased grant contribution from the Environment Agency of £1,303,252 providing a total project budget of £2,957,436. The revised project budget will enable the Council to proceed with appointment of a contractor to undertake the construction phase of Filey Seawall coastal protection works.

2.0 BACKGROUND

- 2.1 Despite its age and exposure, the sea wall at Filey is mostly in fair condition due to the maintenance activities that have historically been undertaken, and currently performs well against wave overtopping. However, there are some signs of deterioration in condition of the toe and face, and, during significant storm events, beach level drawdown can expose the concrete toe foundations to further erosion. However, the greatest issue is associated with ongoing outflanking of the seawall at both the northern and (especially) southern ends. In particular, a rock revetment at the southern end is in poor condition, performs ineffectually and requires improvement.
- 2.2 In April 2021 the Cabinet of Scarborough Borough Council accepted a grant contribution of £1,654,184 from the Environment Agency for works to maintain the standard of the defences with replacement of some copings, refacing of deteriorated sea wall block faces, and provision of piling works to prevent outflanking, particularly at the southern end.
- 2.3 Jackson Civil Engineering Group Limited were appointed in January 2023 on rotation call off through the YORcivil Framework to undertake the design and build phases of these works.
- 2.4 The design phase is now complete and a budget cost for the build has been provided.
- 2.5 The total project cost has been re-evaluated and found to exceed the initial grant allocation provided by the Environment Agency. The Environment Agency has awarded the Council additional grant aid to meet the shortfall.

3.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 3.1 The original grant contribution of £1,654,184 was deemed sufficient in 2021 to deliver both the design and construction phases of the project, however, following the detailed design a total anticipated project cost of £2,957,436 for the scheme has been identified which exceeds the current grant commitment. This has resulted in a deficit of £1,303,252.
- 3.2 The reasons for the cost disparity have been attributed to;
- i) The impact on resource availability at the local authority and contractor availability due to COVID19 which led to delays in procurement and appointment of a contractor.
 - ii) Inflation in construction costs since 2021.
 - iii) Additional inspection, survey work and intrusive investigations were undertaken to refine the extent of refurbishment of the seawall. These surveys identified that the scope of the works required to deliver the objectives from the outline business case were significantly greater than anticipated.
- 3.3 In February 2024 the Environment Agency proposed to increase the grant previously awarded to the project by the deficit of £1,303,252 providing a total project budget of £2,957,436.
- 3.4 If the additional grant is accepted it will allow the appointment of a contractor to undertake the works, following the Procurement Gateway Process.
- 3.5 Once the work has started there is a risk of cost over-run. To mitigate this the project has a substantial 21% contingency included in the budget and there is also the option of descopeing the project in agreement with the Environment Agency.
- 3.6 The proposed timescales, subject to the grant being accepted are that works will start on site in Q3 2024/25 and be completed in Q2 2025/26.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 4.1 Consultation has been undertaken with the Environment Agency, who are currently committed to fully funding the scheme.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Alternative funding from either the Council or other funding bodies was considered, however it was established that within the Environment Agency economic funding calculator, additional grant could be drawn down due to the favourable cost benefit score of the scheme.

6.0 FINANCIAL IMPLICATIONS

- 6.1 If accepted, the project will be 100% grant funded by the Environment Agency and includes allowances for NYC officer costs, consultants' fees, design and construction costs, permissions and consenting fees and a significant risk contingency allowance of £635k. Grant of £1.654m is already in place with £98k of expenditure being incurred in 2022/23 and the balance of £1.556m being included within the council's current capital plan. This report proposes to accept a further grant of £1.303m which would bring total funding to £2.957m. All grant is capital funding and is being offered on the standard Environment Agency terms and conditions and the same conditions as the original grant.

- 6.2 The total project cost of £2,957,436, is subject to confirmation by the contractor with the potential for changes to their budget cost during the contractual negotiations which are currently underway.
- 6.3 Should the revised grant allocation of £2,957,436 prove insufficient, it is unlikely the Environment Agency will provide further grant funding. In this case the Council would not commence the project and could opt to re-tender the works design to seek an alternative price. Descoping the project could also be considered in conjunction and agreement with the Environment Agency providing the benefits of the project were maintained.
- 6.4 Once the work has started there is a risk of cost over-run. To mitigate this the project has a substantial 21% contingency included in the budget and there is also the option of descoping the project in agreement with the Environment Agency.

7.0 LEGAL IMPLICATIONS

- 7.1 The proposed Filey seawall works will be carried out using the Council's permissive powers under the Flood Water Management Act 2010.
- 7.2 The terms and conditions of the additional grant being offered are the standard Environment Agency terms and same terms as the original grant. These have previously been approved by Legal Services.
- 7.3 Legal Services have considered the basis of the grant and deemed it a 'recurring' grant.

8.0 EQUALITIES IMPLICATIONS

- 8.1 There are no significant equalities implications arising from this report.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 There are no significant climate change implications arising from this report.

10.0 REASONS FOR RECOMMENDATIONS

- 10.1 This report is required as a condition of the corporate Grant Application and Acceptance Procedures.
- 10.2 The fact that these works are eligible for contributory grant aid, has the possibility, to reduce both the cost and risk to the Council.
- 10.3 To address concerns relating to the integrity of the existing sea defences and to ensure the longevity of the coastal erosion in Filey.

11.0 RECOMMENDATIONS

- 11.1 The Corporate Director, Resources, the Executive Member for Finance and the Executive Member for Highways and Transportation agrees to the Council accepting an increased grant contribution of £1,303,252 from the Environment Agency.

BACKGROUND DOCUMENTS: None

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