



## Agenda

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

**To: Councillor Keane Duncan.**

**Date: Friday, 1st November, 2024**

**Time: 9.00 am**

**Venue: Via Microsoft Teams**

### Business

#### Items for Executive Member decision

1. Gull Strategy *(Pages 3 - 12)*

#### Items for Corporate Director decision

2. Proposed 50 mph Traffic Regulation Order A61 (Ripon Road) Ripon to Ripley *(Pages 13 - 34)*
3. Review of Traffic Regulation Orders - Parking and Waiting Restrictions - HARROGATE, KNARESBOROUGH, PANNAL AND BURN BRIDGE *(Pages 35 - 50)*
4. Supply of Winter Surface Road Surface Treatments 2025-2029 *(Pages 51 - 62)*
5. Highways Capital Update *(Pages 63 - 74)*

Barry Khan  
Assistant Chief Executive  
(Legal and Democratic Services)

County Hall  
Northallerton

24 October 2024

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## North Yorkshire Council

### Environment Executive Members

01 November 2024

### Urban Gull Strategy – North Yorkshire Coast

#### Report of The Assistant Director – Regulation and Harbours

#### **1.0 PURPOSE OF REPORT**

- 1.1 To seek endorsement of the Council’s approach to the development of an Urban Gull Strategy for the North Yorkshire Coast.

#### **2.0 SUMMARY**

- 2.1 Gulls are a natural part of coastal ecosystems, and their presence is expected in coastal towns. The Council aims to manage the impacts arising from urban gulls by developing a strategy which takes account of the need for conservation and protection of wildlife. This issue is not unique to North Yorkshire and is part of a broader trend observed in many coastal towns across the country.

#### **3.0 BACKGROUND**

- 3.1 There is a perceived increase in the urban gull population in our coastal towns and the Council has received an increased number of complaints this year:
- 3.2 Aggressive Behaviour: Gulls snatching food from people, causing distress and sometimes injury. Reports of attacks, especially during the breeding season when gulls are more protective, are common.
- 3.3 Noise and Mess: Particularly during the breeding season can be a significant nuisance, affecting the quality of life for residents and the experience for tourists.
- 3.4 Economic Impact: Tourism is a critical component of our local economy. Aggressive gulls can deter visitors, impacting local businesses that rely on tourism. Conversely, they add to the charm, character and appeal of the coast for visitors.

#### **4.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE**

- 4.1 Several factors contribute to the issue.
- 4.1.1 Urbanisation and Food Availability: As urban areas expand gulls find abundant food sources in human environments. Overflowing bins, discarded food, and deliberate feeding by people provide easy meals, encouraging gulls to flock to towns.
- 4.1.2 Nesting Opportunities: The architecture of urban areas, with ledges and rooftops, offers ideal nesting sites for gulls. These locations are often safer from predators compared to natural nesting sites.

- 4.2 There are a number of measures that can be taken to mitigate the negative impacts of gulls whilst at the same time protecting them as a natural part of the coastal environment. This could be planned and delivered by way of an agreed Council strategy to include :
- 4.2.1 Public Education: Educating residents and tourists about the dangers of feeding gulls is crucial. Clear signage and public awareness campaigns can help reduce the availability of food and discourage feeding.
- 4.2.2 Improved Waste Management: Promoting the impact of dropping litter and leaving rubbish on the beach, as well as working with businesses and commercial waste contractors to ensure waste is securely contained and not placed out early or in sacks that can be ripped open.
- 4.2.3 Nesting Deterrents: Installing suitable proofing can deter gulls from nesting in urban areas if appropriate, having due regard to conservation and protection of wildlife considerations.
- 4.3 Strategy aims:
- To promote and sustain a healthy population of all gull species.
  - To provide and sustain a clean and safe place for residents of the coastal areas.
  - To identify and implement suitable and sustainable measures to enable gulls and the public to successfully co-exist in the coastal areas.
- 4.4 Objectives:
- Undertake a complete street-scene survey to identify localities of nesting for Herring gulls and Kittiwakes within town centre localities (town centre areas as defined in the local plans). This will take place initially in the main towns of Scarborough, with Whitby and Filey following in 2025/2026. Data will also be obtained from Environment department colleagues and interested groups concerning the localities of nesting birds.
  - Undertake a stakeholder consultation to understand the current situational impact and benefit of gull species within the town centres. Stakeholders will include local interest groups, regulatory bodies, local business forums.
  - Identify sustainable methods of urban gull management to enable healthy populations of gulls to co-exist alongside that of residents, businesses and visitors. Where this is not readily achievable to investigate if alternative and suitable nesting grounds can be identified and if possible constructed.
  - Identify funding sources and the implementation of a promotion and education scheme for the public and businesses in respect to gull activity and our vision for a shared co-existing living space.
  - Work with appropriate teams within the Council (cleansing/parks/leisure etc) to identify 'quick wins', such as the provision of gull proof bags and litter bins where funding can be identified
  - Undertake networking with internal departments and interested bodies to identify how the urban gull strategy can support and contribute to the growth and development of coastal towns.

#### 4.5 Timescales

<b>Action</b>	<b>Commencement target</b>	<b>Completion target</b>
Undertake street-scene survey of Scarborough Town Centre	August 2024	August 2024 (completed)
Consultation with stakeholders	January 2025	March 2025
Identification of the methods of suitable gull management	April 2025	TBC
Funding and implementation of education scheme	January 2025	TBC
Implementation of quick wins should funding be identified	January 2025	March 2025
Networking within internal departments and interested bodies to identify how the urban gull strategy can support and contribute to the economic growth	September 2024	TBC

4.6 An officer working group has been convened, led by environmental health, recognising that engagement of a variety of Council services and external partners is required to make best use of their resources and expertise.

4.7 Management and officer representation will continue at the existing multi-agency project group of North Yorkshire Council, Environment Agency, Yorkshire Water, Yorkshire Wildlife Trust, RSPB, East Riding of Yorkshire Council and Hull University to ensure a collaborative approach, building upon partners' expertise and their experience of the legacy Scarborough project regarding gulls.

#### **5.0 CONSULTATION UNDERTAKEN AND RESPONSES**

5.1 The officer working group will develop a draft strategy by January 2025. Consultation will take place January to March 2025 with stakeholders identified above (4.8) and all relevant coastal town Members.

#### **6.0 CONTRIBUTION TO COUNCIL PRIORITIES**

6.1 The strategy supports the Council priorities of place, environment, and economy.

#### **7.0 ALTERNATIVE OPTIONS CONSIDERED**

7.1 There are no alternative options.

#### **8.0 IMPACT ON OTHER SERVICES/ORGANISATIONS**

8.1 It is recognised that a range of measures and significant cross-service resources continue to be implemented including a legacy grants scheme for building proofing (which runs until January 2025), ongoing cleansing of the public realm by waste services and management of enquiries and service requests by Regulatory Services.

#### **9.0 FINANCIAL IMPLICATIONS**

9.1 Regulatory Services hold a budget of £36,000 (in 25/26) to support this work. Officer costs must be met from existing service budget.

9.2 Waste Services hold budget for cleansing public realm and £14k is available specifically for gull waste cleansing. As part of the working group for the development of an urban gull strategy, the escalating costs of cleansing gull waste are being reviewed. Currently the resource dedicated to the removal of gull waste is more than the budget and contributing to the service overspend position. Continuing with this overspend is not sustainable and the strategy will seek to provide a more effective removal service. It is expected that this will have an impact on budgets and any investment or increased additional annual cost will be detailed in the strategy report.

## **10.0 LEGAL IMPLICATIONS**

10.1 Wild birds are protected in England by the provisions of the Wildlife and Countryside Act 1981, certain species of gull, such as the herring gull and lesser black-backed gull are in decline and are the subject of protection. The Council must comply with the above and the 'enhanced Biodiversity Duty' placed on public bodies through the Environment Act 2021.

## **11.0 EQUALITIES IMPLICATIONS**

11.1 An equalities impact assessment screening has been completed and concludes that there is no adverse impacted upon protected characteristics. Please see appendix A.

## **12.0 CLIMATE CHANGE IMPLICATIONS**

12.1 A climate change assessment screening has been completed and concludes that there are detrimental impacts. Please see appendix B.

## **13.0 RISK MANAGEMENT IMPLICATIONS**

13.1 The key risks are:

- Failure to effectively manage urban gulls in our coastal towns and the associated consequences for residents, businesses, and visitors.
- Failure you comply with legal requirements.
- Escalating costs to the Council arising from impacts upon the public realm and buildings.

13.2 Active management of these risks is required through the work of the officer working group in collaboration with partners.

## **14.0 CONCLUSIONS**

14.1 The Council requires an Urban Gull Strategy for the North Yorkshire Coast to achieve the aims above.

## **15.0 REASONS FOR RECOMMENDATIONS**

15.1 The Council requires an Urban Gull Strategy for the North Yorkshire Coast that is effective and proportionate balanced with the need for conservation and protection of wildlife.

## **16.0 RECOMMENDATION**

16.1 It is recommended that the Executive Member for Highways and Transport endorses work to develop an Urban Gull Strategy for the North Yorkshire Coast.

**APPENDICES:**

Appendix A – Equalities Impact Assessment

Appendix B – Climate Change Assessment

**BACKGROUND DOCUMENTS:** There are no background documents.

Callum McKeon  
Assistant Director of Regulation and Harbours  
County Hall  
Northallerton  
01 November 2024

Report Author – Dean Richardson Head of Regulatory Services  
Presenter of Report – Callum McKeon and Dean Richardson

<b>Initial equality impact assessment screening form</b>			
<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>	Environment		
<b>Service area</b>	Regulatory Services		
<b>Proposal being screened</b>	Gull Strategy		
<b>Officer(s) carrying out screening</b>	Dean Richardson		
<b>What are you proposing to do?</b>	To seek endorsement of the Council's strategy for the mitigation of public nuisance arising from gulls in our coastal towns.		
<b>Why are you proposing this? What are the desired outcomes?</b>	There is a perceived increase in the gull population in our coastal towns and the Council has received an increased number of complaints this year and demand has increased for cleansing and disinfection of the public realm.		
<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 NYC'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 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.</b>			
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	
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Are from the Armed Forces Community		No	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts (for</b>	No		



example, disabled people's access to public transport)? Please give details.				
<b>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.</b>	No			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	<input type="checkbox"/>	Continue to full EIA:	<input checked="" type="checkbox"/>
<b>Reason for decision</b>	No detrimental impact on equalities.			
<b>Signed (Assistant Director or equivalent)</b>	Callum McKeon			
<b>Date</b>	21/10/2024			

**Initial Climate Change Impact Assessment**

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

<b>Title of proposal</b>	To seek endorsement of the Council’s strategy for the mitigation of public nuisance arising from gulls in our coastal towns.
<b>Brief description of proposal</b>	There is a perceived increase in the gull population in our coastal towns and the Council has received an increased number of complaints this year and demand has increased for cleansing and disinfection of the public realm.
<b>Directorate</b>	Environment
<b>Service area</b>	Regulatory Services
<b>Lead officer</b>	Dean Richardson
<b>Names and roles of other people involved in carrying out the impact assessment</b>	NA

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

Remember to think about the following;

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

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

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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.

<b>Decision (Please tick one option)</b>	Full CCIA not relevant or proportionate: <input type="checkbox"/>	Continue to full CCIA:	X
<b>Reason for decision</b>	The strategy does not affect any of the above environmental factors.		
<b>Signed (Assistant Director or equivalent)</b>	Callum McKeon		
<b>Date</b>	21/10/2024		

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## North Yorkshire Council

### Environment Executive Members

01 November 2024

#### Proposed North Yorkshire Council (50mph Speed Limit) (A61 Ripon Road) (Ripon to Ripley) Order 2024

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

##### **1.0 PURPOSE OF REPORT**

- 1.1 To advise the Corporate Director of Environment and the Executive Member for Highways and Transportation on the outcome of the public consultation for a lower speed limit on the A61 between Ripon and Ripley; and
- 1.2 To seek their approval to reduce the speed limit from 60mph to 50mph, or for it to be set aside in light of the objections received to the Traffic Regulation Order advertised for public comment in July 2024.

##### **2.0 BACKGROUND**

- 2.1 Ripon Road (A61) is a single carriageway, rural road between Ripon and Ripley. The speed limit outside the village of Wormald Green is currently 60mph; the national speed limit for single-carriageway derestricted roads.
- 2.2 The proposal to reduce the speed limit along this stretch of road, shown on the attached plan in Appendix A, is in response to a number of recent fatal and serious personal injury collisions and is supported by local residents, South Stainley Parish Council and North Yorkshire Police.
- 2.3 The Department for Transport's (DfT) "Setting Local Speed Limits" guidance highlights the importance of traffic authorities' delivering speed limits that are "safe and appropriate for the road and its surroundings."
- 2.4 As part of the assessment of the proposed 50mph speed limit, traffic surveys were undertaken in October 2023, in order to ascertain whether a 50mph speed limit would be self-enforceable and complied with by drivers. The surveys demonstrated that the existing mean speeds were suitable for a 50mph speed limit. The locations and the results of the surveys are attached in Appendix B.
- 2.5 Analysis of collision data from 2007 to 2023 (inclusive) showed 10 fatal, 35 serious and 125 slight personal injury collisions having taken place within the investigation area, highlighted on the accident location plan found in Appendix C. There were 4 fatalities on this stretch in 2023.

##### **3.0 CONSULTATION UNDERTAKEN AND RESPONSES**

- 3.1 The proposal has been subject to consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Order (TRO) was 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.

- 3.2 The TRO was advertised for public comment on 04 July 2024 as follows: North Yorkshire Council (50mph Speed Limit) (A61 Ripon Road) (Ripon to Ripley) Order 2024. The last date for receipt of objections was 26 July 2024.
- 3.3 Under the constitution of the council the consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Executive and the role of the Area Constituency Committee has a consultative role on 'wide area impact TROs.' The consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with 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 of the three criteria set out below.
- The proposal affects more than one street or road and.
  - The proposal affects more than one community and.
  - The proposal is located within the ward of more than one Councillor.
- 3.4 Since the objections received oppose the reduction in speed, which is located within 2 council wards, this does have a 'wide area impact TRO' and therefore the Skipton and Ripon Area Constituency Committees views were sought at a meeting on Wednesday 9<sup>th</sup> October 2024, to which the proposal was unanimously welcomed by the members present at the meeting.
- 3.5 Local Councillors contacted during and after the consultation are fully supportive of the proposals. This includes:
- Councillor Felicity Cunliffe-Lister
  - Councillor Nick Brown
- 3.6 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 the 01 November 2024.

#### **4.0 OFFICERS COMMENTS**

- 4.1 Officers have considered the objections received and have summarised the response along with officer comments in Appendix D.
- 4.2 In total, there were 3 comments received with 3 objections, these included concerns over the proposed speed limit reduction to 50mph being too low, as it would increase traffic queues and would make it increasingly difficult for to overtake agricultural vehicles who use the road frequently because of the limited passing places. The proposed speed limit is considered appropriate for the nature and characteristics of the road as it reflects current usage and is expected to be self-enforcing. Officers do not consider that a lower speed limit will be detrimental to safety, traffic volumes or journey times, e.g., mean speeds are already 46mph Northbound and 47mph Southbound.
- 4.2.1 Officers do not believe the proposed speed limit will change most of the existing speeds. However, it will reduce high speeds, better reflect the ever-changing road alignment and increase driver awareness of potential hazards.

- 4.2.2 Officers appreciate the lack of overtaking opportunities and how this can be frustrating for motorists as most of the route has a double solid line system. A study on how to provide greater opportunities for motorists to overtake slow moving vehicles is ongoing.
- 4.2.3 Setting appropriate speed limits with the aim of achieving safe and appropriate driving speeds can play an important role in improving the quality of life of those who work and live within our communities. Evidence collected by the DfT (Setting Local Speed Limits), suggests that when traffic is travelling at constant speeds, even at a lower level, it may result in shorter and more reliable overall journey times. Officers do not consider that a lower speed limit will be detrimental to the local economy and increase journey times.
- 4.3 Officers use a number of factors when determining appropriate speed limits; these are based on the DfT's guidance "Setting Local Speed Limits" and include factors such as existing traffic speeds, history of collisions, road purpose/function, population size, expected vulnerable road users and environmental affect. These factors were all considered and it was concluded that a speed limit of 50mph was appropriate for this part of Ripon Road. This was further discussed with North Yorkshire Police, as the body responsible for enforcing speed limits. The police are fully supportive of the proposal.
- 4.4 Officers consider that the proposed measures set out in this report will help improve road safety and for the reasons as set out in the Statement of Reasons for proposing to make the Order attached to this report in Appendix E. The proposed measures will also enable the Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004, i.e., 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.

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The cost of advertising the Traffic Regulation Order and installing the speed limit signing is estimated at £5000 which will be funded from existing capital budget for road safety.

## **6.0 LEGAL IMPLICATIONS**

- 6.1 In the event that the Corporate Director of Environment and the Executive Member for Highways and Transportation resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press before the Order comes into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 6.2 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.
- 6.3 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. In light of the objection being received it has also been considered whether it would be appropriate to hold a public inquiry. As there is just a specific objection to be considered it would not be proportionate in terms of both time and costs to hold an Inquiry. The objection can be given proper regard in the report and decision-making process.

## **7.0 NEXT STEPS**

- 7.1 The proposed 50mph speed limit on the A61 is effectively the first step in a series of measures to improve road safety on the A61, as part of a wider ongoing investigation. The route continues to be the subject of detailed analysis, with the intention of making further improvements over the next year. These improvements will be mainly focused on signing and lining, but existing overtaking opportunities will also be evaluated. Officers will work closely with stakeholders, such as North Yorkshire Police, so they are included in the decision making process and will ensure that local members and the community are engaged and kept up to date on progress.
- 7.2 Following the proposed speed limit reduction later in the current financial year, attention will turn in 2025/26 to general signing and lining improvements, detailed consideration of the implications of removal of an overtaking lane and potential additional measures to further improve road safety.

## **8.0 EQUALITIES IMPLICATIONS**

- 8.1 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. A reduction in speed allows all people longer time in which to make decisions and crossroads, a screening form has been included in Appendix F.

## **9.0 CLIMATE CHANGE IMPLICATIONS**

- 9.1 Consideration has also been given to the potential for any adverse Climate Change impacts arising from the recommendation. The proposal is to reduce the existing speed limit by 10mph. The effects of speed limits on vehicle emissions depend upon driver behaviour. However, emissions rural areas can generally be reduced if vehicles are driven at a lower speed, and drivers observe speed limits. The speed limit changes are unlikely to increase fluctuations in driver speeds or in pollution to any significant degree. It is therefore considered that there are no significant environmental implications arising from this report. A copy of the Climate Change Impact Assessment decision form is attached as Appendix G.

## **10.0 REASONS FOR RECOMMENDATIONS**

- 10.1 A total of four people were killed in 2023 and a number of serious collisions have occurred over the past 2 years. As a consequence of this, it is considered that the existing 60mph speed limit should be reduced in recognition of the nature, usage and characteristics of this section of the A61. The DfT's "Setting Local Speed Limits" guidance highlights the importance of traffic authorities' delivering speed limits that are "safe and appropriate for the road and its surroundings." This allows the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise its functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and for preventing the likelihood of any such danger arising and preserves/ improves the amenities of the area through which the road runs, as set out in the Statement of Reasons, for proposing to make the Order.



## **11.0 RECOMMENDATION**

11.1 It is recommended that:

- i. the results of the consultation exercise are noted.
- ii. The Corporate Director, Environment, in consultation with the Environment Executive Member for Highways and Transportation, approves the introduction of a 50mph speed limit as advertised and as shown in the Plan contained 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, Environment and Environment Executive Member for access in light of the objections received and that the objectors are notified within 14 days of the order being made.

### **APPENDICES:**

Appendix A – Location plan

Appendix B – Traffic Count (ATC) surveys.

Appendix C – Accident Location Plan

Appendix D – Summary of the objections received, together with officer comment.

Appendix E - Statement of Reasons for proposing.

Appendix F – Initial equality impact assessment screening form.

Appendix G – Climate change impact assessment.

### **BACKGROUND DOCUMENTS: None**

Barrie Mason

Assistant Director – Highways and Infrastructure

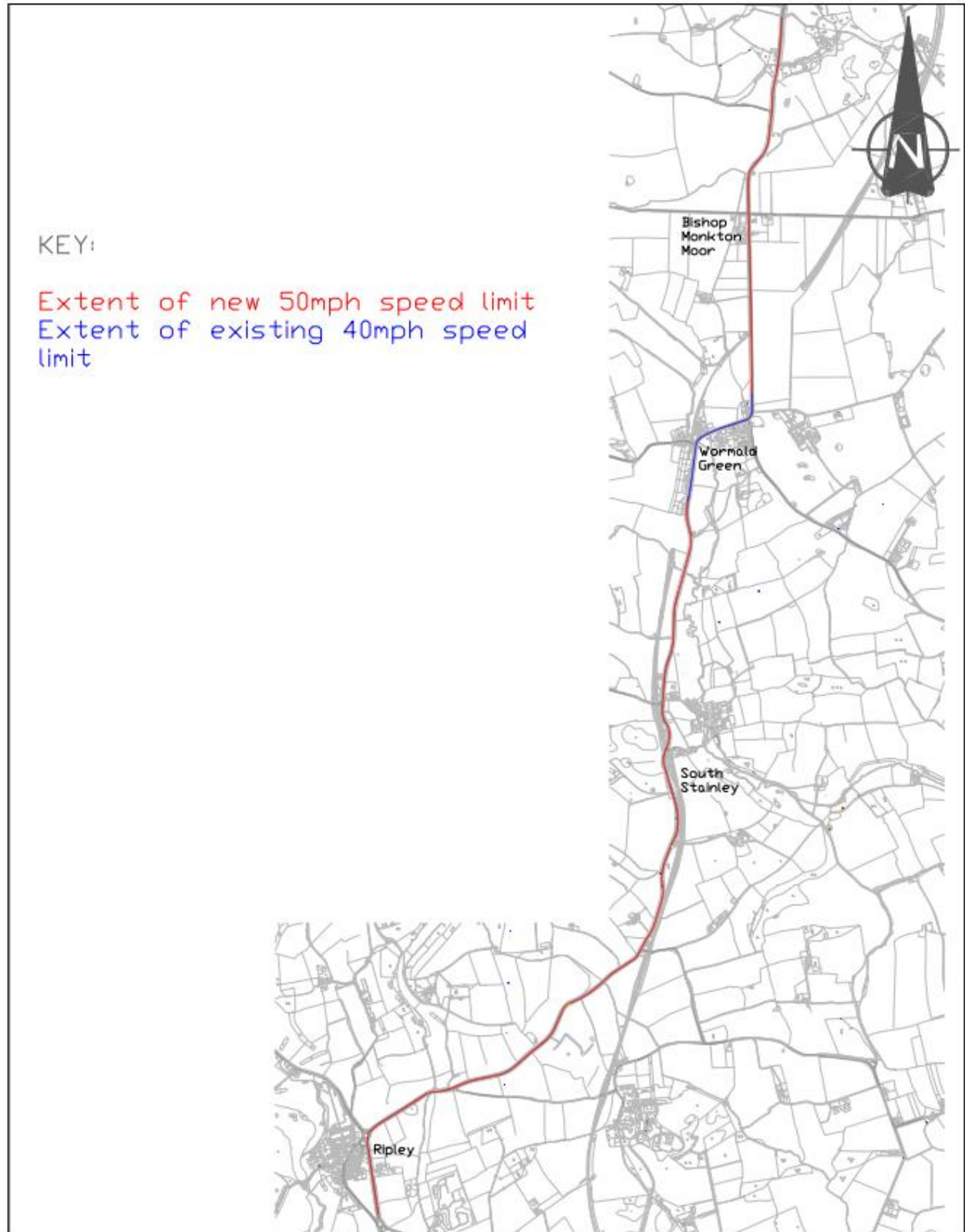
County Hall, Northallerton

01 November 2024

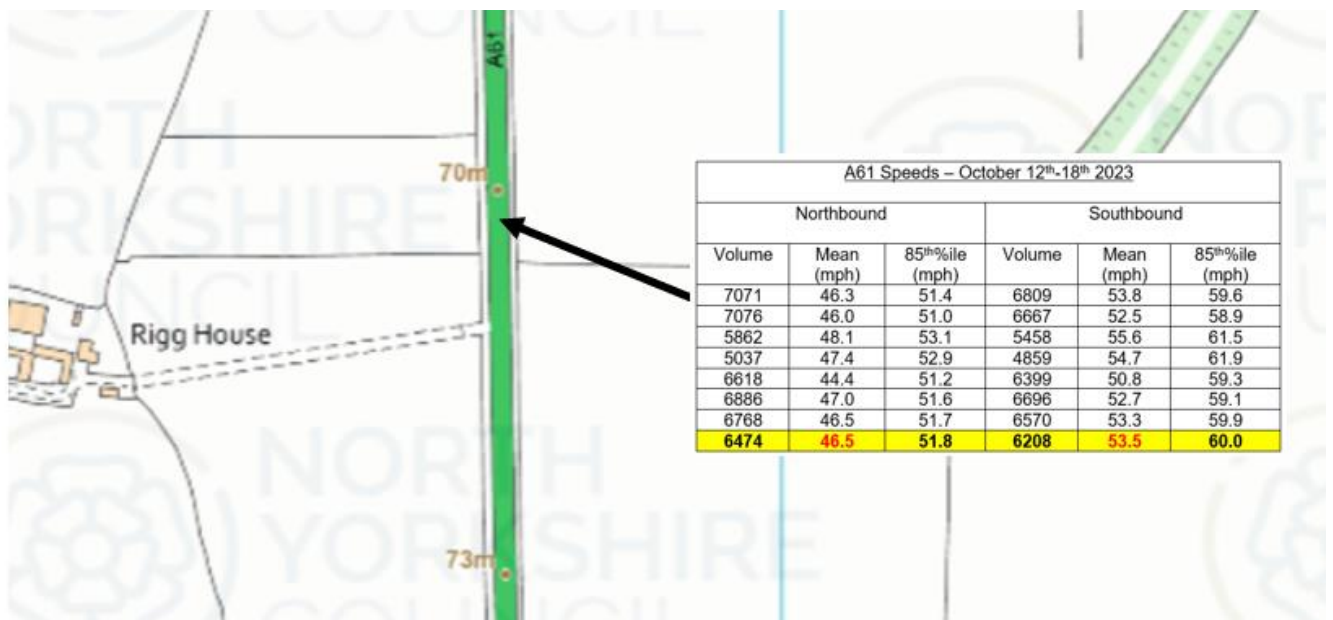
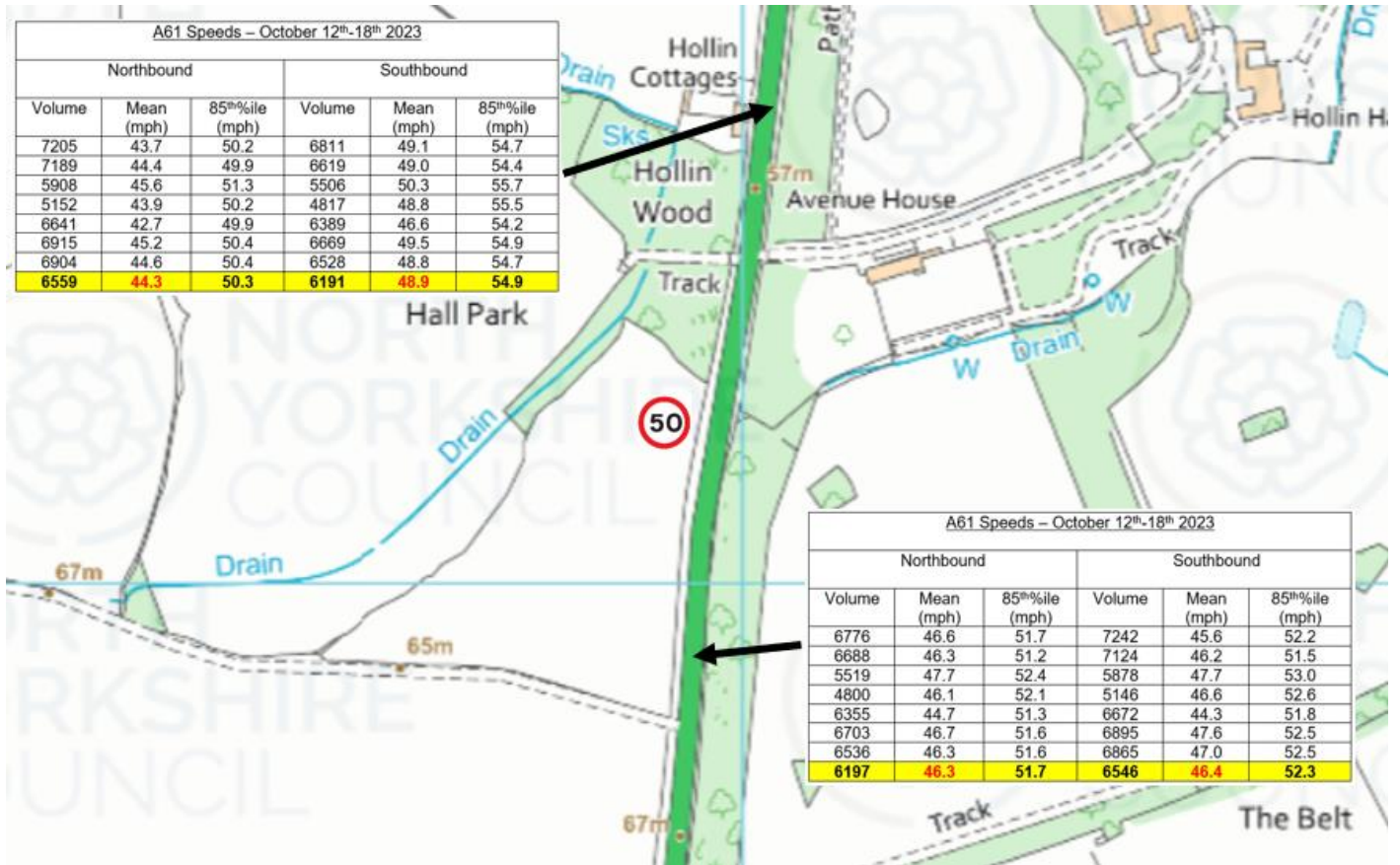
Report Author            Andrew Clare, Senior Traffic Management and Parking Engineer / Darren Griffiths, Senior Engineer Accident Investigation

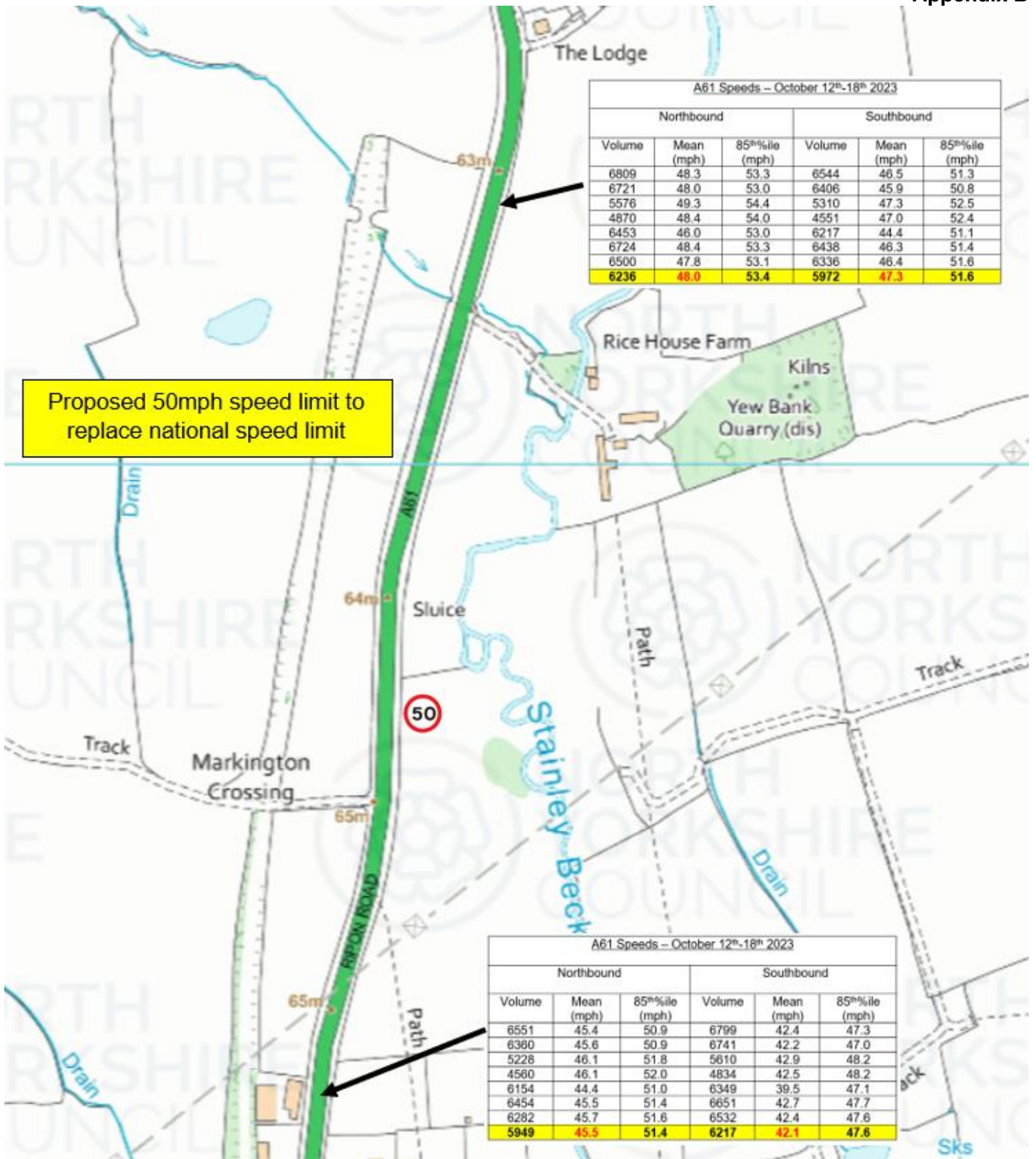
Presenter of Report    Andrew Clare, Senior Traffic Management and Parking Engineer / Allan McVeigh, Head of Network Strategy

Location plan

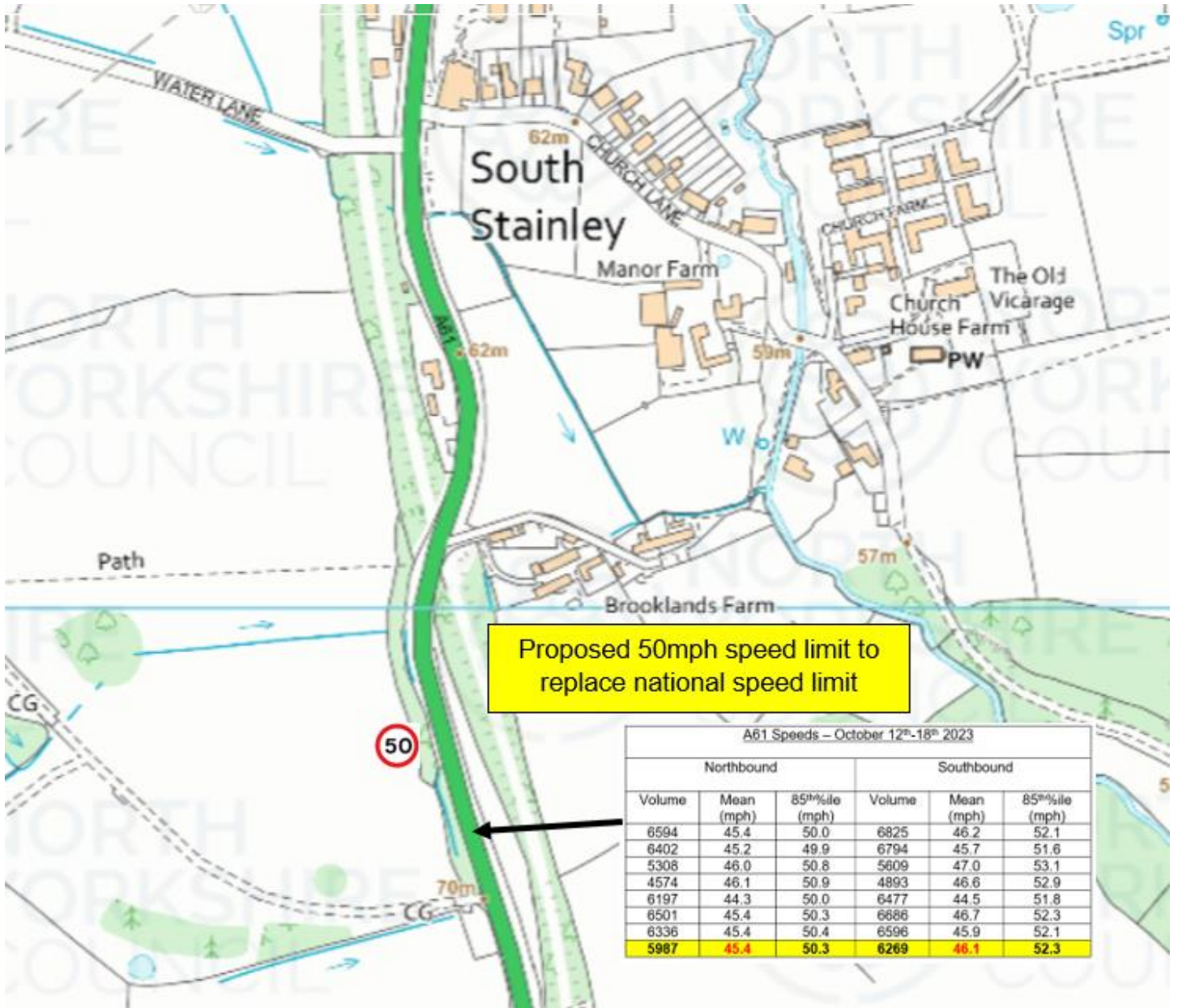


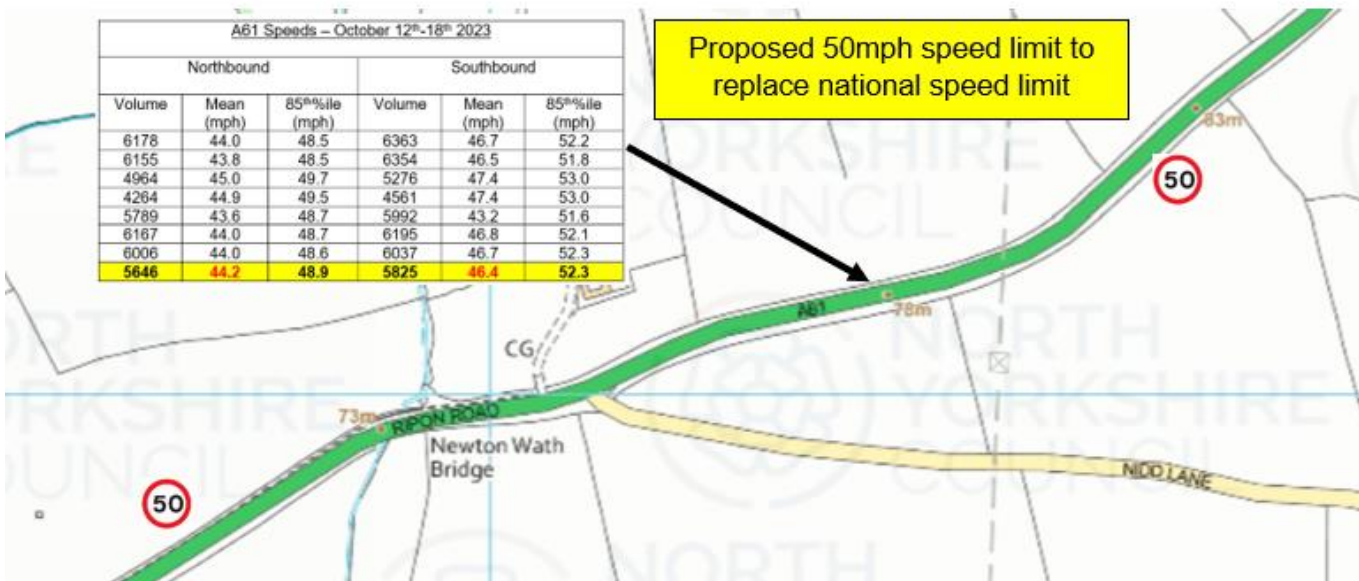
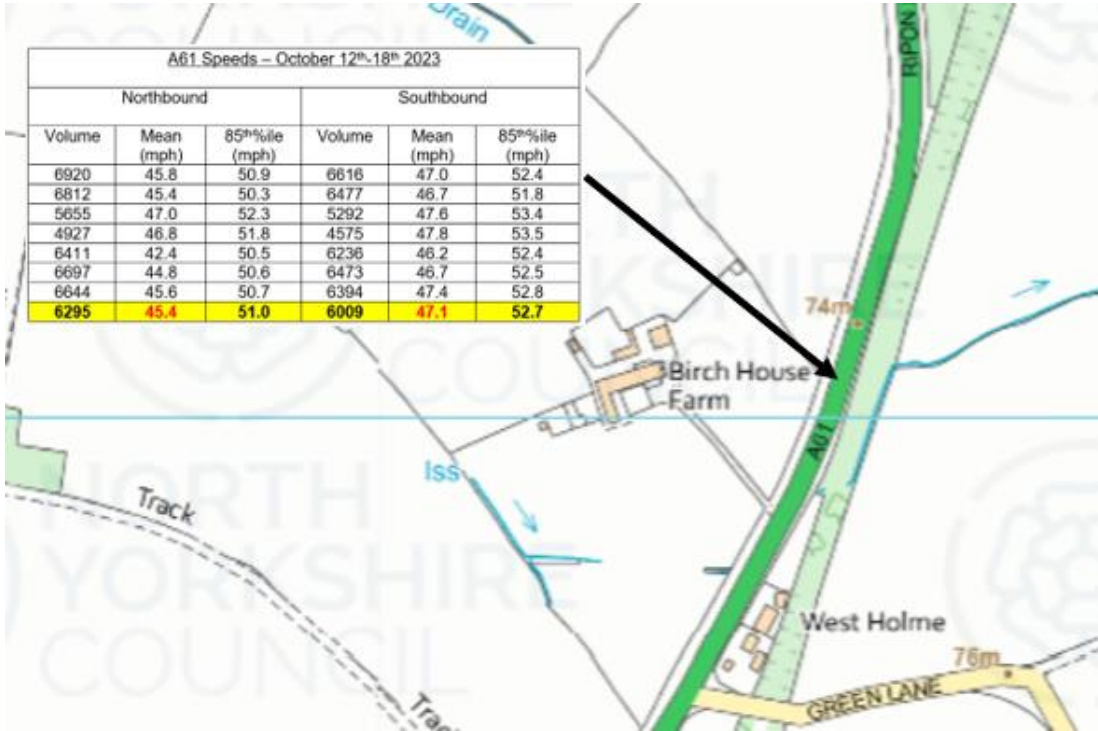
Traffic Count (ATC) survey data





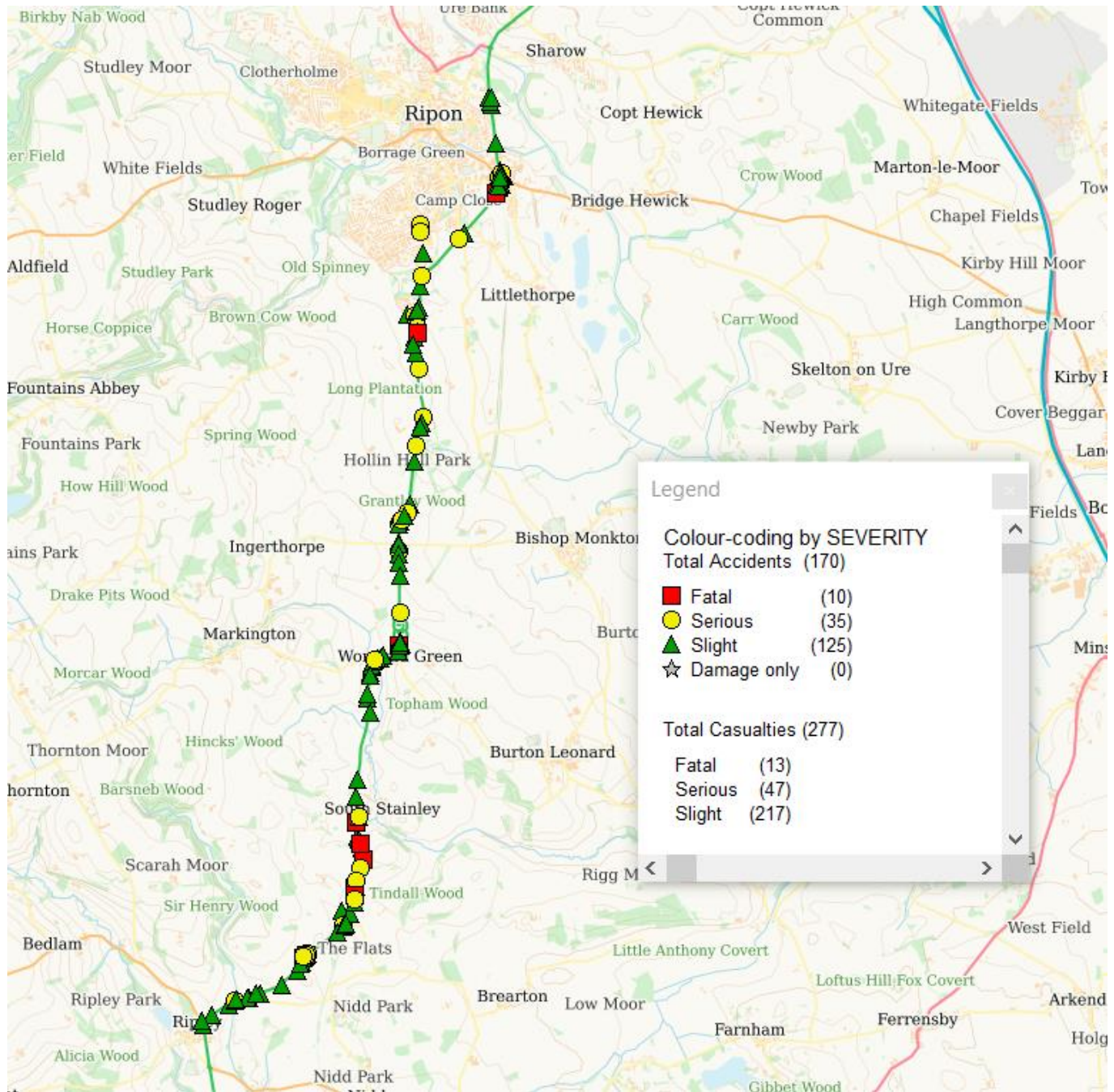








Accident Location Plan



## Summary of the objections received, together with officer comment.

Summary of Comments	Officer Comments
<p>Resident of Ripon</p> <p>I hereby register a Formal Objection to the above Order for the reasons as set out below.</p> <p>The reasons given for this Order are a standard set of blanket points as used for many years to justify ever more unreasonable impositions on the British driver, culminating in the vague assertion "To reduce vehicle traffic speed in order to improve road safety".</p> <p>It is striking to note that no evidence, accident statistics or actual causes of road accidents on the A61 has been provided to justify this measure. Therefore, there is no evidence to suggest that a 10-mph speed limit reduction would have any positive effect.</p> <p>The reduction of the limit may well be detrimental to safety as it means that to overtake a slow-moving vehicle (e.g., farm tractor) observance of 50 mph will increase the distance required to complete the manoeuvre, thus creating a more hazardous situation. There are already insufficient stretches suitable for overtaking, dating back many decades since the removal of several 3-lane sections with deliberate removal of opportunities to overtake (e.g., centre lane hatching on Ripley by-pass).</p> <p>Traffic volumes on the A61 can only increase due to over-intensive building of housing estates (e.g., 1300 at Ripon barracks and 390 at West Lane Ripon). The proposed measure will only lead to ever longer traffic queues with the attendant and inevitable increase in emissions - in direct conflict with supposed council policy.</p> <p>A positive approach to road safety would involve moving the maximum volume of traffic as swiftly and safely as possible. Too often the official attitude to road safety is negative and based upon ever more speed restrictions and artificial obstructions, leading to even more congestion and pollution.</p> <p>I therefore consider this Order to be counter-productive, unlikely to improve safety and detrimental to the interests of the travelling public, and I conclude my Formal Objection.</p>	<p>The speed limit is considered appropriate for the nature and characteristics of the road as it reflects current usage and is expected to be self-enforcing. Officers do not consider that a lower speed limit will be detrimental to safety, traffic volumes or journey times, e.g mean speeds are already 46mph Northbound and 47mph Southbound.</p> <p>Officers do not believe the proposed speed limit will change most of the existing speeds. However, it will reduce high speeds, better reflect the ever-changing road alignment and increase driver awareness of potential hazards.</p> <p>Officers appreciate the lack of overtaking opportunities and how this can be frustrating for motorists as most of the route has a double solid line system. A study on how to provide greater opportunities for motorists to overtake slow moving vehicles is ongoing.</p>
<p>Ripon City Council</p> <p>Ripon City Council would like to raise a formal objection to the proposed 50 mph speed limit on the A61 between Ripon and Ripley.</p>	



This is a heavily used road, which already has traffic management issues due to the lack of passing places.

There has been no evidence, accident statistics or details on causes of road accidents provided to support the reasoning for the proposal, therefore there is no evidence to show that reducing the speed limit would have any positive effect.

This route is often used by farming vehicles and by reducing the speed limit it will make it difficult for vehicles to overtake these slow-moving vehicles, which could lead to long queues of traffic and dangerous maneuvers.

The volume of traffic on this stretch of road is likely to increase over the coming years with the planned building of additional housing in the area.

In conclusion, the proposed 50mph speed limit will cause further issues in managing the traffic on this road and Council request that this formal objection on the proposal is considered prior to a decision being made.

Resident of Ripon

I object to the proposed reduction in the speed limit from the national speed limit for a single carriageway road - 60mph to a proposed 50 mph from the Ripley roundabout to Ripon. I understand that this suggestion has come about due to the tragic accident at South Stainley in 2023. I would suggest that the A61 is not a dangerous road for excessive speeding.

To be effective a speed limit has to be respected by the motorist. Motorists should also drive to the prevailing conditions of the road which includes alignment both vertical and horizontal as well as any roadside hazards.

If it is not respected, then the imposition of a speed limit is a waste of time and will therefore not do the job that a speed limit is required to do. A speed limit also has to be enforced by the police and if they are not able to provide the manpower or technology to do this then once again the speed limit is a waste of time and will not do the job required of it.

Motorists will only adhere to a speed limit if they acknowledge that it is in place for a good reason.

A speed limit should not be imposed as a knee-jerk re-action to an individual incident. I would hazard a guess that the cause of the accident at South

Stainley was not due to excessive speed but to driver error in not reading the road correctly.

In considering the imposition of a speed limit various criteria should be considered:-

- a) The speed of vehicles over a three-year period and calculated on an 85% percentile figure,
- b) There should be casualty figures again over three years both fatal and non-fatal,
- c) There should be an assessment of the road environment/alignment both vertical and horizontal and any specific road hazards i.e., road junctions.

I suggest the above criteria because they formed the basis of a Department of Transport Circular 10/69? and although time and circumstances have moved on, they are still very valid points to consider and indeed include some of the criteria used by your Council in the consideration of a speed limit proposal.

Only when all this information is to hand can a sensible judgment be made about the imposition of a lower speed limit and its effectiveness.

I am of the opinion that this particular stretch of road is not particularly dangerous due to excessive speed as the road alignment in many parts is unsuitable for any excessive speed.

The volume of traffic using the A61 is considerable and on many occasions, there is a queue of traffic thereby preventing any chance of excessive speeding. I would be interested to know if the Council have any substantive data on the A61 to support this proposal. I am sending a copy of this Letter to the Ripon City Council who also have reservations about the lowering of the speed limit and to North Yorkshire Police.

Statement of Reasons for proposing.

<p><b>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:</b></p>	<p>The County Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:-</p> <ul style="list-style-type: none"> <li>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.</li> <li>b) for preventing damage to the road or to any building on or near the road.</li> <li>c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians).</li> <li>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.</li> <li>e) for preserving or improving the amenities of the area through which the road runs.</li> </ul>
	<p><b>Proposal location:</b> Ripon Road (A61) Ripon to Ripley.</p> <p>Introduction of 50mph Speed Limit for road safety reasons due to the changing environment of the road and more heavily trafficked route.</p>

Initial equality impact assessment screening form.

<b>Initial equality impact assessment screening form</b>			
<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>	NYC Environment		
<b>Service area</b>	Highways		
<b>Proposal being screened</b>	50mph Speed Limit		
<b>Officer(s) carrying out screening</b>	Andrew Clare		
<b>What are you proposing to do?</b>	Introduce a 50mph speed limit a61 (Ripon Road		
<b>Why are you proposing this? What are the desired outcomes?</b>	The A61 (Ripon Road), at the location shown on the attached plan Appendix A, has seen significant development over the years and as a consequence of this the existing 60mph speed limit now needs updating in part due to the changing environment of the road to a more heavily trafficked route. The Department for Transport's "Setting Local Speed Limits" guidance highlights the importance of traffic authorities' delivering speed limits that are "safe and appropriate for the road and its surroundings." This allows the County Council's to comply with its 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?</b> Please give details.	No		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 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.</b>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	

<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (for example, disabled people's access to public transport)? Please give details.	NO			
<b>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?</b> Please explain why you have reached this conclusion.	NO			
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	X	Continue to full EIA:	NO
<b>Reason for decision</b>	It is considered that all classes of road user will benefit from the proposed 50mph Speed Limit Order. Officers use a number of factors when determining appropriate speed limits; these are based on the Department for Transport's guidance "Setting Local Speed Limits" and include factors such as existing traffic speeds, history of collisions, road purpose/function, population size, expected vulnerable road users and environmental affect. These factors were all considered, and it was concluded that a speed limit of 50mph was appropriate for this part of Ripon Road (A61), achieving a safe environment for all types of road users.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	24/10/2024			

## 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 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>	Proposed 50mph Speed Limit
<b>Brief description of proposal</b>	50mph Speed Limit A61 (Ripon Road) Ripon to Ripley
<b>Directorate</b>	Environment
<b>Service area</b>	Traffic Engineering
<b>Lead officer</b>	Darren Griffiths
<b>Names and roles of other people involved in carrying out the impact assessment</b>	Andrew Clare
<b>Date impact assessment started</b>	<b>3.9.24</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 consider that the proposed restriction will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the 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 for preventing the likelihood of any such danger arising and preserves/ improves the amenities of the area through which the road runs.

**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 road signs and markings will be funded from the Accident Investigation & Prevention budget.

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>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				
	Emissions from data storage		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				
Minimise <b>pollution</b> (including air, land, water, light and noise)			X				



<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><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>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance <b>conservation</b> and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		X				
<p>Other (please state below)</p>		X				

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

None

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

The proposed speed limit order will require the installation of traffic signs 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.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Andrew Clare</b>
<b>Job title</b>	<b>Senior Traffic Management and Parking Engineer</b>
<b>Service area</b>	<b>Environment</b>
<b>Directorate</b>	<b>Traffic Engineering</b>
<b>Signature</b>	
<b>Completion date</b>	<b>9.9.24</b>

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

Date: **24/10/2024**

## North Yorkshire Council

### Environment Executive Members

01 November 2024

#### Review of Traffic Regulation Orders – Parking and Waiting Restrictions – HARROGATE, KNARESBOROUGH, PANNAL AND BURN BRIDGE

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

#### 1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the Corporate Director of Environment and the Executive Member for Highways and Transportation of the outcome of the public consultation and for a decision to be taken on whether the no waiting at any time with exemptions on Hookstone Park, Harrogate and revocation of the no waiting at any time on Hookstone Park, Harrogate be introduced or set aside in light of the objections received.
- 1.2 Local Members' comments were sought at the time of advertising the Traffic Regulation Order (TRO) on 31 August 2023. The TRO process allows 21 days for formal objections to the proposed restrictions to be lodged with the local Highways office following public advertisement in the local press.

#### 2.0 BACKGROUND

- 2.1 Hookstone Park, Harrogate functions primarily as a local access road to commercial units of varying use classes and has existing parking and waiting restrictions with some units providing off-street parking facilities. The Traffic Regulation Order is a retrospective introduction/ extension of waiting restrictions to regulate on street parking arrangements on industrial park following recent redevelopment of commercial premises which included changes to off-street parking arrangements.

#### 3.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 3.1 Redevelopment of various commercial units on Hookstone Park was undertaken throughout 2022 following planning approval and the work was undertaken by Hornbeam Park Developments. The Council were alerted to extended double yellow lines (at any time restrictions) being installed by their contractors, alongside a number of alterations to footways to create new vehicular accesses to various units on the road in August 2022 and following investigations, Hornbeam Park Developments confirmed they had undertaken the work. Hornbeam Park Developments have submitted a retrospective application for the waiting restrictions, funding the TRO for the necessary changes to ensure the enabling TRO matches the length of restrictions on-street. The developer has also been instructed to undertake some civils work to the footways which were installed incorrectly (namely tactile paving arrangements) and which have since been completed.
- 3.2 Officers at NYC (formerly North Yorkshire County Council) assessing the planning applications raised no objections to the development during the planning process as broadly, the new units included parking provision for additional off-street parking for staff and customers.

## **4.0 CONSULTATION UNDERTAKEN AND RESPONSES**

- 4.1 The enabling TRO was advertised for public comment on 31 August 2023 as The North Yorkshire Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (NO 48) Order 2023. The objection period closed 12 October 2023.
- 4.2 Parking and Waiting Restrictions were proposed on Hookstone Park, Harrogate (U1095) with exemptions including the revocation of Parking and Waiting Restrictions from two previous Orders are shown in Appendix A and were as follows: -
- Waiting prohibited at all times with exemptions:
    - Hookstone Park (U1095), Harrogate
  - Revocations:
    - North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 16) Order 2013 – Schedule 1
    - North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 35) Order 2019 – Schedule 1
- 4.3 The proposed parking and waiting restrictions received one objection Appendix B lists the objections/representations that have been received on this application and includes a detailed report in respect of each objection together with officer's comments and recommendation.
- 4.4 The consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Executive and the role of the Area Committee has a consultative role on 'wide area impact TROs'. The consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with Environment 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 of the three criteria set out below.
- The proposal affects more than one street or road and;
  - The proposal affects more than one community and;
  - The proposal is located within the ward of more than one Councillor.
- 4.5 The proposed TROs have not been defined as a 'wide area impact TRO' and therefore the Area Committee's views have not been sought.
- 4.6 Local Members comments were sought on the proposed measures in advance of the formal advertisement on 28 April 2023.

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 No alternative options will enable access to the redeveloped units off-street parking provision. It is considered that the proposed restrictions align with development work carried out in line with existing planning permissions and cover the frontages of units with dropped crossings enabling vehicles to access off-street parking.

## **6.0 FINANCIAL IMPLICATIONS**

- 6.1 Funding was sourced from the developer retrospectively after the road marking were installed on site to the value of £3,000 (excluding VAT) so no Council budgets have been impacted in the making of this order.

## 7.0 LEGAL IMPLICATIONS

- 7.1 In the event that the Executive Member and Corporate Director of 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 Order comes into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 7.2 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.
- 7.3 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this Report, Officers consider that the Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision. Here's how the Council is complying with its duty under Section 122 and Section 122(2) of the Act:
- 7.4 **Securing Expeditious, Convenient, and Safe Movement of Traffic:**  
The Council's primary objective is to ensure the efficient, convenient, and safe movement of both vehicular and pedestrian traffic, as required by Section 122. Installing parking and waiting restrictions helps prevent obstruction on roads, ensuring better traffic flow, and enhancing road safety for all users, including pedestrians.
- 7.5 **Considerations under Section 122(2):**  
In addition to promoting safe and efficient traffic movement, the Council has given due regard to the matters specified in Section 122(2), striking a balance between this primary objective and other relevant factors:
- 7.6 **Maintaining Reasonable Access to Premises**
- The Council has ensured that, wherever parking and waiting restrictions are introduced, reasonable access to residential and commercial premises is maintained.
- 7.7 **Effect on Amenities and Heavy Commercial Vehicle Regulation**
- The installation of double yellow lines also helps regulate the use of roads by heavy commercial vehicles in residential and sensitive areas. By restricting parking and waiting on these selected areas, visual and noise impacts of heavy traffic are mitigated, helping protect the character of the locality.
- 7.8 **Facilitating Public Service Vehicles and Ensuring Safety**
- The Council recognizes the importance of ensuring the efficient movement of public service vehicles (e.g., buses, taxis), as well as the safety and convenience of passengers using or desiring to use these services. The proposed locations do not affect local bus routes, the introduction of these restrictions would aid in improving traffic flow and making the movement of taxis more efficient.
- 7.9 **Balancing Objectives**
- While the Council's primary goal is to secure the safe and convenient movement of vehicular traffic, it also understands that this objective must sometimes yield to the factors set out in Section 122(2).
  - By considering these factors in its decision to install parking and waiting restrictions, the Council achieves a balance between promoting traffic flow and addressing other

community, environmental, and safety concerns. This ensures that the measures taken align with the overarching public interest, providing a safer and more accessible road network while minimizing negative impacts on the local community.

- In accordance with the protocol for Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on the 01 November 2024.

## **8.0 PUBLIC ENQUIRY IMPLICATIONS**

8.1 Regulation 9 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 was only one objection 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.

## **9.0 EQUALITIES IMPLICATIONS**

9.1 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. A screening form has been included in Appendix C.

## **10.0 CLIMATE CHANGE IMPLICATIONS**

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 D.

## **11.0 REASONS FOR RECOMMENDATIONS**

11.1 Recommendation i) – The reason for this recommendation is the proposed parking and waiting restrictions on Hookstone Park, Harrogate will regulate parking on the highway and will enable vehicles to access off-street parking areas in the redeveloped units.

## **12.0 RECOMMENDATION**

12.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation approves the parking and waiting restrictions at Hookstone Park, Harrogate be introduced as proposed and the impact upon on-street parking opportunity is noted.

### **APPENDICES:**

Appendix A – Location Plan

Appendix B – Schedule of the representations where objections have been received and subsequent officer recommendations.

Appendix C – Equality impact assessment

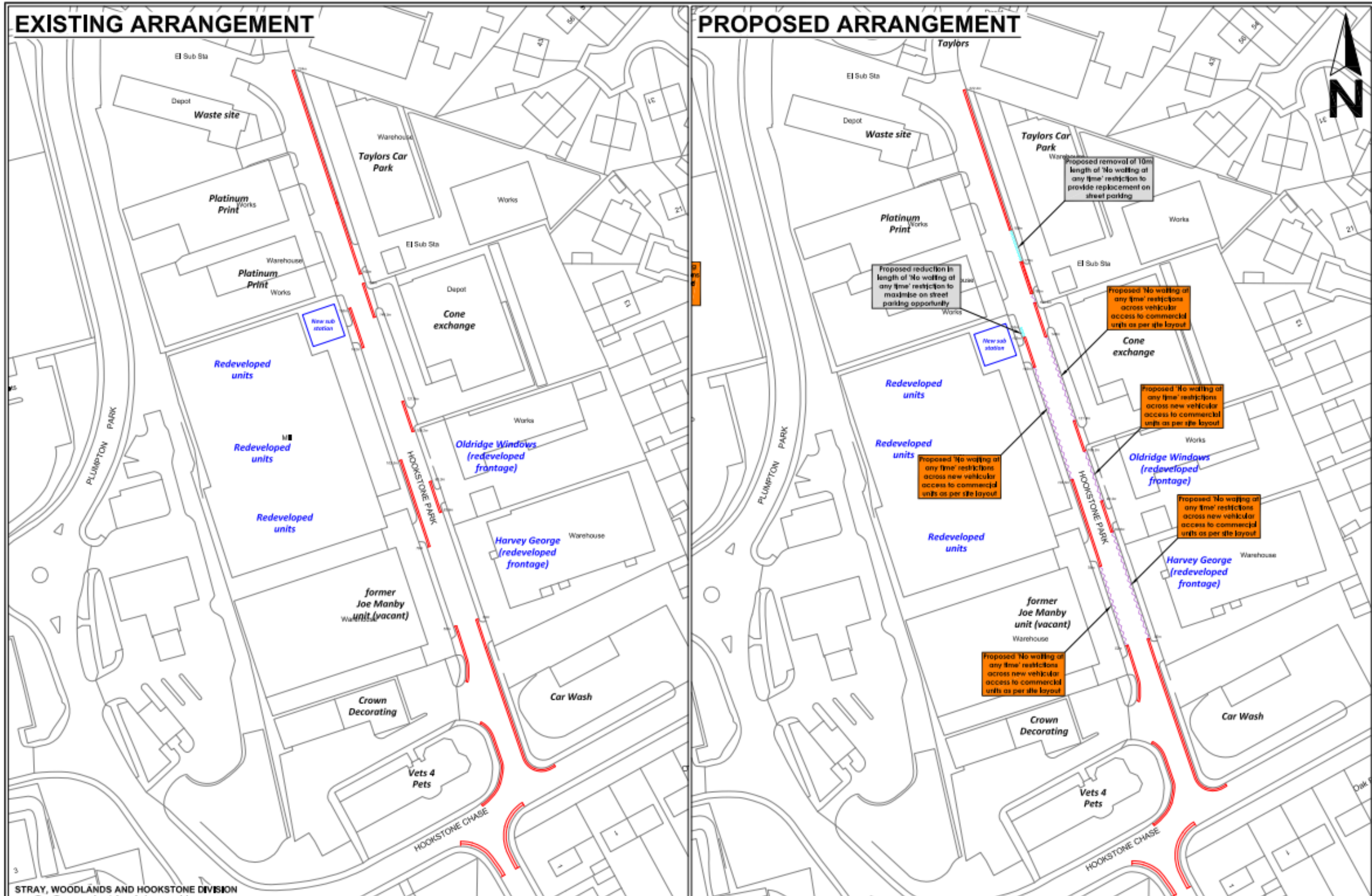
Appendix D – Environmental impact assessment

Barrie Mason  
Assistant Director – Highways and Infrastructure  
County Hall  
Northallerton  
01 November 2024

Report Author – Heather Yendall – Improvement Manager  
Presenter of Report – Heather Yendall – Improvement Manager



Location Plan



		<b>PROJECT:</b> 2023 TRAFFIC REGULATION ORDER REVIEW AREA 6 HIGHWAYS - BOROUGHBRIDGE PROPOSED ALTERATION OF WAITING RESTRICTIONS - HOOKSTONE PARK, HARROGATE			<b>SCALE:</b> 1:1250		<b>DRAWING NUMBER:</b> A6-TM-TRO2023-H001	
<b>AMENDMENTS:</b> 1/2023		<b>DRAWN:</b> [Name]	<b>CHECKED:</b> [Name]	<b>DATE:</b> [Date]	<b>DRAWING BY:</b> [Name]	<b>DATE:</b> [Date]	<b>DATE:</b> APRIL 2023	
<b>STRAY, WOODLANDS AND HOOKSTONE DIVISION</b>		<b>ORIGINAL SHEET SIZE:</b> A3		<b>DATE:</b> APRIL 2023				



## TRO OBJECTIONS – PARKING AND WAITING 48 ORDER 2023

Parking and Waiting 48 Order 2023 Advertised 31 August 2023 Objection period closed 12 October 2023	
<p><b>Hookstone Park, Harrogate (A6-TM-TRO2023-H011)</b> Retrospective introduction/ extension of waiting restrictions to regulate on street parking arrangements on industrial park following recent redevelopment of commercial premises which included changes to off-street parking arrangements.</p> <p>Redevelopment of various commercial units on Hookstone Park was undertaken throughout 2022 following planning approval and the work was undertaken by Hornbeam Park Developments. The Council were alerted to extended double yellow lines (at any time restrictions) being installed by their contractors, alongside a number of alterations to footways to create new vehicular accesses to various units on the road in August 2022 and following investigations, Hornbeam Park Developments confirmed they had undertaken the work. Hornbeam Park Developments have submitted a retrospective application for the waiting restrictions, funding the TRO for the necessary changes to ensure the enabling TRO matches the length of restrictions on-street. The developer has also been instructed to undertake some civils work to the footways which were installed incorrectly (namely tactile paving arrangements) and which have since been completed.</p> <p>Officers at NYCC assessing the planning applications raised no objections to the development during the planning process as broadly, the new units included parking provision for additional off-street parking for staff and customers.</p>	
Objector Name & comments	Officer comments and recommendations
<p>Business owner on Hookstone Park</p> <p>Opposed to the introduction of/ illegal installation of double yellow line 'No waiting at any time' restrictions along Hookstone Park. Frustrated that the proposals to remove on-street parking were not fully assessed and on-street parking for other road users maintained wherever possible.</p> <p>Further aggrieved that the developer was not instructed to remove all illegal markings or the Council as highway authority would not remove the restrictions. Vehicles now regularly parking alongside the yellow lines on the footway, astride footways and obstructing passage for pedestrians.</p> <p>Believes that the yellow line restrictions could be removed allowing delivery vehicles and more to park on the carriageway and not obstruct or block in those motorists parked off-highway in the new commercial units.</p> <p>Believes that the layout of the off-street units should not have been permitted and should remain parallel with the road meaning accesses</p>	<p>The waiting restrictions, whilst installed by the developer illegally and without any consultation, align with the off-highway parking arrangements implemented in line with planning approvals issued by the former Harrogate Borough Council, including the alignment/ position of off-street parking bays.</p> <p>Officers have some sympathy with the objector as the alterations to the footways, off-street parking areas and installation of yellow lines throughout the business park has resulted in the loss of approximately 17 spaces that could be used by staff, visitors and the general public. The redevelopments have increased off-street parking capacity which will no doubt have resulted in staff parking in car parks rather than utilising the on-street spaces.</p> <p>Officers further liaised with the objector when the changes were brought to light and agreed to create two additional on-street spaces on the east side of Hookstone Park which has been included within the proposal replacing a short 10m length of double yellow lines.</p> <p>The restrictions to regulate parking on the highway and the redeveloped units do afford</p>

would only be required at certain intervals and more on-street parking could be maintained.

additional off-highway parking for those businesses. The double yellow line restrictions apply across the frontages of all units where dropped crossings are installed to enable vehicles to access the off-street parking areas.

The restrictions apply to both the carriageway and footway and if the enabling TRO is subsequently approved and sealed, enforcement action can be taken against any vehicles parked on either the carriageway or footway.

Typical changes in the parking arrangement can be seen below (Google 2018 Street View and October 2023 photos on site)

**Recommendation** That the waiting restrictions be introduced as proposed.

**PARKING LAYOUT JUNE 2018 (GOOGLE SV)**

**PARKING LAYOUT OCTOBER 2023**





## EQUALITIES IMPACT ASSESSMENT

<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>	Environment		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	The North Yorkshire Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking And Waiting) (No 48) Order 2023		
<b>Officer(s) carrying out screening</b>	Heather Yendall		
<b>What are you proposing to do?</b>	Install parking and waiting restrictions at Hookstone Park, Harrogate		
<b>Why are you proposing this? What are the desired outcomes?</b>	Retrospective introduction/ extension of waiting restrictions to regulate on street parking arrangements on industrial park following recent redevelopment of commercial premises which included changes to off-street parking arrangements.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	No, there is external funding available to support the installation of these measures.		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC'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 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.</b>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	

<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (for example, 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> (for example, 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:	ü	Continue to full EIA:	
<b>Reason for decision</b>	The reason for this recommendation is the proposed parking and waiting restrictions on Hookstone Park, Harrogate will regulate parking on the highway and will enable vehicles to access off-street parking areas in the redeveloped units.			
<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>	The North Yorkshire Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking And Waiting) (No 48) Order 2023
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Heather Yendall</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>21/10/2024</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 align with development work carried out in line with existing planning permissions and cover the frontages of units with dropped crossings enabling vehicles to access off-street parking

**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?                      N.B. There may be short term negative impact and longer term positive impact.                      Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b>                      (Place a X in the box below)</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)</p>	<p>Explain why will it have this effect and over what timescale?                      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 CO2e</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			
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>			x			



<p>How will this proposal impact on the environment?                      N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><b>Positive impact</b>                      (Place a X in the box below)</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)</p>	<p>Explain why will it have this effect and over what timescale?                      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 CO2e</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>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		x				
<p>Enhance <b>conservation</b> and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		x				
<p>Other (please state below)</p>		x				

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

N/A

**Summary:**

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.

**Sign off section.**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Heather Yendall</b>
<b>Job title</b>	<b>Improvement Manager</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Directorate</b>	<b>Environment</b>
<b>Signature</b>	<b>H Yendall</b>
<b>Completion date</b>	<b>21/10/2024</b>

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

**Date: 24/10/2024**

## North Yorkshire Council

### Environment Executive Members

01 November 2024

### Supply of Winter Road Surface Treatments 2025-2029

#### Report of the Assistant Director – Highways & Infrastructure

#### **1.0 PURPOSE OF REPORT**

- 1.1 To seek approval from the Corporate Director for Environment in consultation with Environment Executive Member for Highways and Transportation, to procure a Framework Agreement for the Supply of Winter Road Surface Treatments 2025-2029 with an estimated spend of £4M per year or £16M over the life of the four-year Framework.

#### **2.0 SUMMARY**

- 2.1 This report seeks authorisation to commence a procurement process for the supply of road salt for winter maintenance activities in North Yorkshire and York.

#### **3.0 BACKGROUND**

- 3.1 North Yorkshire Council as the highway authority provides a winter maintenance service to salt roads across the county as part of our maintenance responsibilities which primarily stems from the duty under the Highways Act 1980 section 41 (duty to maintain highways maintainable at public expense). The Council treats over 4600 km of roads on a priority basis, with 57 priority 1 routes, and 57 priority 2 routes. The network to be treated is reviewed at the end of each winter season.
- 3.2 A framework agreement is currently in place. This framework is open to both NYH Highways (who carry out winter maintenance activity on behalf of North Yorkshire Council) and City of York Council. The framework is set up to provide a resilient and robust supply chain for road salt and associated winter treatment products.

#### **4.0 PROPOSED WAY FORWARD**

- 4.2 The current framework has worked well and has ensured a robust and resilient supply of road salt for winter maintenance activity in both North Yorkshire and City of York. It is proposed that a similar framework is established to cover a four-year period from 01 June 2025 through to 31 May 2029. It is also the intention to identify if other Highway TECKAL organisations across the country can be added to this framework to help further improve efficiencies in winter service delivery. Discussions are currently ongoing.
- 4.3 Possible procurement routes are currently being reviewed, but it is the intention to establish a framework with a single lot with multiple suppliers in place.

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1 The anticipated annual expenditure by all contracting authorities using the Framework is £4M which is £16M over the life of the proposed four-year framework. This is subject to other TECKAL companies using the Framework. It is anticipated that for North Yorkshire the cost will be approximately £2.5m per annum, NY Highways will be calling off the Framework for the supply of salt.
- 5.2 Funding for salt supply is covered from the existing Winter Maintenance annual budget. There are no additional funding requirements over and above this budget as a result of this procurement exercise.

## **6.0 EQUALITIES IMPLICATIONS**

- 6.1 An Equalities Impact Assessment screening form is attached as Appendix A. It is the view of Officers that the proposal will have no adverse equality impact on any of the protected characteristic groupings.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 The proposed procurement process for a new framework agreement will be carried out compliantly in accordance with the Public Contracts Regulations 2015. Legal Services will draft documentation for the proposed new framework agreement and call-off contract arrangements.

## **8.0 CLIMATE CHANGE IMPLICATIONS**

- 8.1 The proposals are not expected to have an impact on climate change. A Climate Change Impact Assessment Form is included as Appendix B.

## **9.0 REASONS FOR RECOMMENDATIONS**

- 9.1 The recommendations will enable a procurement exercise to be carried out to ensure that NY Highways and City of York Council to have a resilient supply of road salt for the delivery of winter maintenance activities in York and North Yorkshire from June 2025 to May 2029

## **10.0 RECOMMENDATION**

- 10.1 It is recommended that the Corporate Director, Environment, in consultation with the Executive Member for Highways and Transportation, approves that the Council procures a Framework for the Supply of Winter Road Surface Treatments 2025-2029 with an estimated spend of £2.5M per year which is £10M over the life of the Framework.

### **Appendices**

Appendix A - Initial equality impact assessment screening form

Appendix B - Climate change impact assessment

Barrie Mason  
Assistant Director – Highways & Infrastructure  
County Hall  
Northallerton

Author of Report: James Gilroy

## Initial equality impact assessment screening form

<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>	Environment		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	Supply of Winter Road Surface Treatments 2025- 2029 Contract		
<b>Officer(s) carrying out screening</b>	James Gilroy		
<b>What are you proposing to do?</b>	Report is asking for approval to undertake a procurement exercise to put in place a supply arrangement for road salt and associated goods		
<b>Why are you proposing this? What are the desired outcomes?</b>	To ensure that the NY Highways and City of York Council can access road salt and associated goods in order to satisfy its requirements under their relevant Highways Maintenance contracts to undertake winter maintenance operations. The desired outcome is a stable and resilient supply chain.		
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	Estimated value of spend under the contract is £15m over the 4-year period..		
<p><b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b></p> <p>As part of this assessment, please consider the following questions:</p> <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 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.</b></p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		x	
Disability		x	
Sex		x	
Race		x	
Sexual orientation		x	
Gender reassignment		x	
Religion or belief		x	

Pregnancy or maternity		x	
Marriage or civil partnership		x	
People in rural areas		x	
People on a low income		x	
Carer (unpaid family or friend)		x	
Are from the Armed Forces Community		x	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (for example, disabled people's access to public transport)? Please give details.	No. The proposal will allow the NY Highways to procure supplies in order undertake winter maintenance operations.		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (for example, 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. The proposal will allow the NY Highways to procure supplies in order undertake winter maintenance operations.		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	ü?	Continue to full EIA: ü?
<b>Reason for decision</b>	The decision to undertake a procurement exercise will have no adverse impact on any of the protected characteristic groups.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	17/10/24		

## 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>New Schemes for inclusion in the Highways Capital Forward Programme</b>
<b>Brief description of proposal</b>	To seek agreement from the Corporate Director, Business and Environmental Services (BES), in consultation with Cllr. Keane Duncan Executive Member for Access, to procure a Framework Agreement for the Supply of Winter Road Surface Treatments 2025-2029 with an estimated spend of £2.5M per year or £10M over the life of the four-year Framework
<b>Directorate</b>	<b>Environment</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>13.09.2024</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. The Council has a continuing legal duty under the Highways Act 1980 S41(1A) to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice. Therefore the Council, and it's Highways Teckal company 'NY Highways' will need to be able to procure a supply of road salt and associated products. At present there are no viable alternative approaches for any Highway Authority to use for winter treatment of road surfaces.

**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 be cost neutral as the procurement exercise seeks to replace an existing supply chain with a new supply chain.



<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>		<p><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>	<p>Emissions from travel</p>			<p><b>x</b></p>	<p>The proposal is to undertake a procurement exercise to secure a supply of road salt and associated products. Once completed the procurement would replace an existing supply chain arrangement with a new arrangement.</p> <p>Greenhouse gas emissions from this activity will come from                      (1) mining activity                      (2) transport (lorry movements, shipping).</p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><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>We assume similar emissions from mining operations for different suppliers.</p> <p>Emissions from the transport component would vary (potentially significantly) depending on which supplier is successfully appointed as the primary ranked supplier under the proposed contract.</p> <p>Our understanding of the market for supply of road salt is that there are a very limited number of UK suppliers, but that there are European based suppliers.</p>		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><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>We cannot seek to place any geographical limits on bidders. Under the Public Contract Regulations (2015) (PCR 18(3)) competition shall be considered to be artificially narrowed where the design of the procurement is made with the intention of unduly favouring or disadvantaging certain economic operators.</p>		
	<p>Emissions from construction</p>		<p><b>x</b></p>	<p>Not applicable</p>		

How will this proposal impact on the environment?  N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.		Positive impact (Place a X in the box below where)	No impact (Place a X in the box below where)	Negative impact (Place a X in the box below where)	Explain why will it have this effect and over what timescale?  Where possible/relevant please include: <ul style="list-style-type: none"> <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.
	Emissions from running of buildings		x		Not applicable		
	Other		x		Not applicable		
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			x		Not applicable		
Reduce <b>water</b> consumption			x		Not applicable		
Minimise <b>pollution</b> (including air, land, water, light and noise)			x		Not applicable		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><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>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		<p><b>x</b></p>		<p>Not applicable</p>		
<p>Enhance <b>conservation</b> and wildlife</p>		<p><b>x</b></p>		<p>Not applicable</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		<p><b>x</b></p>		<p>Not applicable</p>		
<p>Other (please state below)</p>		<p><b>x</b></p>		<p>Not applicable</p>		

**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 proposal seeks approval to undertake a procurement exercise to replace an existing supply chain arrangement with a new arrangement. Therefore it will have a neutral impact on the issues addressed within this assessment. There are no viable alternatives to the use of road salt in winter maintenance operations. NYC cannot place any geographical restriction on the procurement process, so emissions from transporting goods from a successful bidder cannot be controlled or mitigated.

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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>Environment</b>
<b>Signature</b>	
<b>Completion date</b>	<b>13.09.2024</b>

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

**Date:** 17/10/24

## North Yorkshire Council

### Environment Executive Members

01 November 2024

### Highways Capital Programme

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

#### **1.0 PURPOSE OF REPORT**

- 1.1 To seek agreement from the Corporate Director for Environment in consultation with Environment Executive Member for Highways and Transportation, to authorise additions to the Highways Capital Forward Programme (HCFP) for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 12 September 2024.

#### **2.0 SUMMARY**

- 2.1 This report identifies schemes that are being added to the Highways Capital Forward Programme (HCFP) for future delivery.

#### **3.0 BACKGROUND**

- 3.1 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.
- 3.2 Environment Executive Members will be aware that usual practice is to present three main reports per year; one in the Spring outlining expected headline allocations for the following year, one in the summer identifying schemes to be added to the HCFP; followed by a report in Autumn confirming the schemes to be delivered in the following year's annual programme.
- 3.3 In line with 3.2 above, the report was considered at the Environment Executive Members meeting held on 12 September 2024 outlining schemes to be added to the HCFP and a further report will be presented in January 2025 confirming schemes to be delivered in 2025/26.
- 3.4 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 forward programme.

#### **4.0 SCHEMES ADDED TO THE HCFP**

- 4.1 It is proposed to add two new schemes, with a combined value of £235,000 to the Highways Capital Forward Programme. As discussed at the Environment Executive Members Meeting on 12 September 2024, entry on to the forward programme does not guarantee delivery in a specific year, however as these schemes are linked to improvements to ensure the safety of specific assets, it is anticipated that delivery will commence in the remainder of this financial year.

4.2 The proposed schemes were identified through ongoing asset condition and engineering assessments carried out since the forward programme was approved on 12 September 2024. Details of the schemes are provided in Appendix A.

## **5.0 FINANCIAL IMPLICATIONS**

5.1 Any additional costs associated with implementation of the schemes named in Appendix A will be accounted for as part of the routine strategic management of the Highways Capital Works Annual Programme for the year in which the schemes are added to.

5.2 The programme is kept under regular review to ensure that total annual expenditure is within the limits of available grant funding for that year plus a drawing down of up to £2m from the following year's grant allocation as arranged with the Corporate Director of Resources. The contents of this report do not adversely impact upon that position.

## **6.0 LEGAL IMPLICATIONS**

6.1 The Council, in its capacity as the Local Highway Authority, Street Authority and Local Traffic Authority must act in accordance with a wide range of statutory powers and duties imposed by legislation.

6.2 The proposed schemes to be added to the HCFP have been developed and prioritised in line with the relevant legislation such as the Highways Act 1980, the New Roads and Street Works Act 1991, the Road Traffic Regulation Act 1984, the Transport Act 2000, the Traffic Management Act 2004 and the Flood and Water Management Act 2010.

## **7.0 EQUALITIES IMPLICATIONS**

7.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendations. The principles and documents discussed in this report are recommended for use in the Well-managed Highway Infrastructure Code of Practice. Officers consider that there are no adverse impacts arising from the recommendations in this report.

7.2 A copy of the 'Record of Decision that Equality Impact Assessment is not required' form is attached as Appendix B.

## **8.0 CLIMATE CHANGE IMPLICATIONS**

8.1 A climate change impact assessment has been carried out, see Appendix C. This has identified that the development of a forward programme will help to improve efficiency of delivery, reducing waste and emissions through improved coordination and planning of works.

## **9.0 REASONS FOR RECOMMENDATIONS**

9.1 The recommendations will enable Council officers, working alongside NYH and partner organisations to develop designs and deliver the schemes listed in Appendix A with expected delivery start dates within the 2024/25 financial year.



**10.0 RECOMMENDATION(S)**

- 10.1 It is recommended that the Corporate Director Environment in consultation with the environment Executive Member Highways & Transportation
- 10.2 Authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance identified since the last Highways Capital Programme report dated 12 September 2024

**Appendices**

- Appendix A - Schemes to be added to Highways Capital Forward Programme
- Appendix B - Equalities Impact Assessment Screening Form
- Appendix C - Climate change impact assessment

**BACKGROUND DOCUMENTS: N/A**

Barrie Mason  
Assistant Director Highways & Infrastructure  
County Hall  
Northallerton

Report Author – James Gilroy – Team Leader Highways Asset Management  
Presenter of Report – James Gilroy – Team Leader Highways Asset Management

**Schemes to be added to Highways Capital Forward Programme**

<b>Area</b>	<b>Link &amp; Section</b>	<b>Scheme name</b>	<b>Town / Village</b>	<b>Scheme Cost</b>
6	A171/3/30	A171 Normanby Bends Drainage	Hawsker	£35,000
6	U2413/1/50	U2413 Stoupe Brow Landslip	Fylingdales Moor	£200,000

## Equalities Impact Assessment Screening Form

<b>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>	Environment		
<b>Service area</b>	H&T		
<b>Proposal being screened</b>	Environment Executive Member Report – Highways Capital Programme November 2024		
<b>Officer(s) carrying out screening</b>	James Gilroy		
<b>What are you proposing to do?</b>	Agree additions to the Highways Capital Programme in advance of the next scheduled capital programme Environment 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>Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics?</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>NYC 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</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 report focuses on the overarching capital maintenance funding position.</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 Local Transport Plan 4, which has been the subject of an Equality Impact Assessment (EIA). This concluded that the introduction of fewer improvement schemes may have a greater impact on people with mobility difficulties or without access to a private vehicle 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>	Barrie Mason		
<b>Date</b>	17/10/24		

## 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.

Title of proposal	Addition of schemes to the Highways Capital Forward Programme
Brief description of proposal	<ul style="list-style-type: none"> <li>Authorises the additions to the Highways Capital Forward Programme for Structural Highway Maintenance contained in Appendix A identified since the last Highways Capital Programme report dated 12 September 2024</li> </ul>
Directorate	Environment
Service area	Highways and Transportation
Lead officer	James Gilroy
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	15.10.2024

**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.

The other option that was considered was to plan based on a lower value of DfT funding at £40M

**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 points raised in respect of profiling the capital programme enable scheme delivery to match available DfT funding. The proposal is cost neutral



<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><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		Repairs to existing infrastructure		
	Emissions from construction			x	<p>Some emissions from construction vehicles</p> <p>Emissions associated with construction materials etc</p>	<p>Where possible – ensure that vehicle mileage is reduced by planning vehicle movements / diversion routes etc</p> <p>Look to use more recycled material in construction and through the selection of lower carbon techniques</p>	
	Emissions from running of buildings		x				
	Other		x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><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>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>	x			<p>Establish the use of more sustainable construction techniques</p>		<p>Look to use more recycled material in construction and through the selection of lower carbon techniques</p>
<p>Reduce <b>water</b> consumption</p>		x				
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>		x				
<p>Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>	x			<p>Delivery of landslip remedial based schemes to help reduce severance issues</p>		
<p>Enhance <b>conservation</b> and wildlife</p>		x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p><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>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		<p>x</p>				
<p>Other (please state below)</p>		<p>x</p>				

<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>

**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.

Steps will be taken to ensure that construction emissions are reduced as far as possible.

### Sign off section

This climate change impact assessment was completed by:

Name	James Gilroy
Job title	Team Leader Highway Asset Management
Service area	Highways and Transport
Directorate	Environment
Signature	
Completion date	15.10.2024

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

**Date:** 17/10/24