

North Yorkshire County Council
Business and Environmental Services

Executive Members

17 December 2021

Proposed Introduction of Waiting Restrictions – West End, Richmond

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

- 1.1 The purpose of this report is to advise the Corporate Director Business and Environmental Services (BES) and the BES Executive Members of the outcome of the public consultation and statutory advertisement which took place with regard to this proposal and to ask for a decision to be made as to whether or not the proposed Waiting Restrictions should be introduced.
- 1.2 A decision from the Corporate Director BES and the BES Executive Member for Access is sought regarding the proposed Recommendation outlined in this report.

2.0 Background

- 2.1 Your officers have been made aware of an ongoing issue with the parking of vehicles on the A6108 Reeth Road and an adjacent section of Cravengate at the western end of Richmond.
- 2.2 The parking of vehicles on the A6108 at the location in question which is adjacent to the junction with Westfields has been observed to cause problems for the free flow of traffic in and around the junction and on occasions requires drivers travelling into the Town to travel over an area of hatched road markings in the centre of the carriageway. These markings are provided as part of a right turning facility for vehicles turning into Westfields which then puts the drivers of these vehicles into conflict with those who may cross into the hatched area.
- 2.3 A mini-roundabout was installed relatively recently at the junction of the A6108 and Cravengate and it has been noted that drivers are parking cars on a regular basis in very close proximity to the roundabout. Drivers turning left into Cravengate at the roundabout can then be obstructed and need to give way to opposing traffic approaching the roundabout.
- 2.4 In order to alleviate the problems which had been identified, a proposed scheme of 'No Waiting At Any Time' restrictions was identified which is as shown on the map provided with this report as Appendix A.
- 2.5 With reference to the map Members will note that in order to avoid drivers simply migrating from the specific areas mentioned above, the proposed scheme also seeks to introduce similar waiting restrictions on nearby sections of the A6108.

- 2.6 The opportunity was also taken to propose that an existing system of 'Limited Waiting' restrictions on the adjacent section of the A6108 Victoria Road which allow parking between 8:00 am and 6:00 pm Monday to Saturday should be changed to a 'No Waiting At Any Time' restriction. This section of road is relatively narrow with a formal traffic calming pinch point and the limited waiting restrictions are considered to be something of an anomaly.

3.0 Consultation

- 3.1 The proposal has been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Order (TRO) was advertised for public comment in the local press, published on North Yorkshire County Council's website and by means of a Legal Notice placed on street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations.
- 3.2 A copy of the accompanying 'Statement Of Reasons' which accompanied the details of the proposal is provided with this report as Appendix B.
- 3.3 At the conclusion of the consultation and public advertisement stages, a number of comments both in support of the proposal and objecting to the proposal had been received. These are summarised in Appendix C along with officer comments.

4.0 Officer Comments

- 4.1 Officers have considered each of the responses received and have summarised those responses along with an officer comment as Appendix C for consideration. A total of four residents have responded to the consultation exercise expressing their support for the scheme whilst two residents and one local business have registered their objections.
- 4.2 In view of the concern expressed by the proprietors of the business in Reeth Road which has premises adjacent to the junction with Westfields, a site meeting was held with them in order to discuss the issues in question.
- 4.3 Following this meeting an amendment to the proposed scheme was investigated which shortened the proposed length of road subject to Waiting Restrictions and provided an area for two cars to park which would have a 15 minute limited period of waiting.
- 4.4 The revised proposal, was discussed with the proprietors of the business but was deemed as not acceptable as the parking was said to be too far away from the premises. In view of this and returning to the road safety concern which generated the proposal to introduce waiting restrictions on this section of road in the first place, it is considered that the originally proposed and advertised waiting restrictions should be introduced. This would still allow unrestricted parking within approximately 40 metres of the business premises in question.
- 4.5 The proposed measures will also enable the County 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 to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as its network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network.

5.0 Financial Implications

- 5.1 If the proposed waiting restrictions were to be introduced then the provision of the associated road markings and sign would be funded from the Area Office 'Signs, Lines and Traffic Regulation Orders' budget.
- 5.2 The approximate cost of providing these items would be £1000.

6.0 Equalities Implications

- 6.1 An initial equality and impact assessment screening form has been completed for the proposed waiting restrictions and a copy is provided with this report as Appendix D.

7.0 Legal Implications

- 7.1 The process for the consideration of objections to Traffic Regulation Orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014.
- 7.2 The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Committee is changed to a consultative role on 'wide area impact TROs'. The consideration of objections has been delegated by the Executive to the Corporate Director of Business and Environmental Services (BES) in consultation with BES Executive Members.
- 7.3 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 County Councillor.
- 7.4 The proposed TRO for this part of Richmond has not been classed as a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.
- 7.5 In the event that the BES Executive Members and BES Corporate Director resolves to follow the Recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the County 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 County 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.
- 7.6 In accordance with the protocol for BES Executive Member reports, the Local Member will be provided with a copy of this report and be invited to the meeting on 17 December 2021. During the consultation process the Elected Member for the area has indicated that they are in support of the proposals.
- 7.7 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.

- 7.8 In recommending the implementation of the proposed TRO, officers consider that it will enable the County 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, as detailed in Paragraph 4.2 to 4.5 of this report.

8.0 Climate Change

- 8.1 A climate change impact assessment has been carried out, see Appendix E. The impact of any changes to the waiting restrictions will be negligible as parking is available on the adjacent highway

9.0 Recommendations

- 9.1 It is recommended that:
- i) The intention to implement 'No Waiting At Any Time' restrictions as detailed on the map in Appendix A under the delegated authority of the Corporate Director, BES, is noted.
 - ii) That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order to give effect to the proposed 'No Waiting At Any Time' restrictions as identified on the map in Appendix A and that the objectors are notified within 14 days of the Order being made.

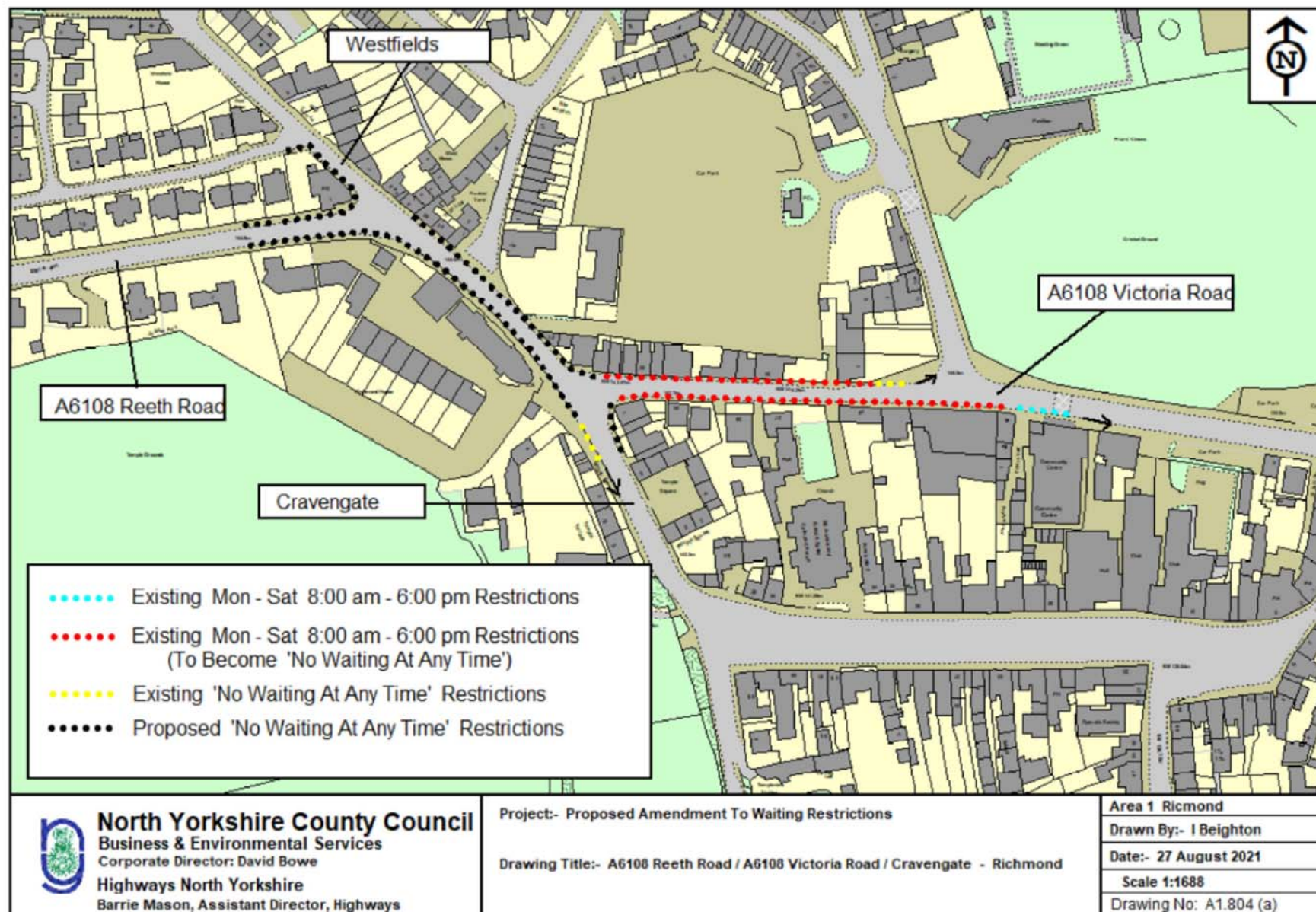
BARRIE MASON

Assistant Director – Highways & Transportation, Business and Environmental Services

Author of Report: Ian Beighton

Background Documents: None

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PROPOSED INTRODUCTION OF / AMENDMENT TO WAITING RESTRICTIONS

A6108 REETH ROAD / A6108 VICTORIA ROAD / CRAVENGATE - RICHMOND

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

LEGAL POWERS AND DUTIES

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

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

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

REASONS FOR MAKING THE ORDER

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

Location(s) of Proposed Order

The proposal seeks to introduce 'No Waiting At Any Time' restrictions on the A6108 Reeth Road in order to prevent vehicles being parked in inappropriate locations such as adjacent to the junction with Westfields. Vehicles parked at this location are causing eastbound through traffic to have to pass on the off-side of the road in the face of oncoming traffic.

The proposal also seeks to introduce 'No Waiting At Any Time' restrictions on Cravengate adjacent to a mini-roundabout junction. Vehicles parked at this location (sometimes within the circulatory area of the mini-roundabout) are creating problems for through traffic.

As part of the proposal, certain sections of existing 'No Waiting Monday to Saturday 8:00 am – 6:00 pm' restrictions will also be converted to 'No Waiting At Any Time' restrictions. The latter restriction is considered to be more appropriate for the locations in question which are on a narrow section of the A6108.

The proposal is as illustrated on Plan A1.804 (a).

Traffic Officer - Ian Beighton (Area 1 Highways)

CONSIDERATION OF OBJECTIONS

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

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

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

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

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

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

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

Results Of Consultation On Proposed Waiting Restrictions - Sleegill, RichmondSchedule Of Responses In Support

Consultee	Consultee Comment	Officer Comment
Resident 1 (Victoria Road)	In support	
Resident 2 (Victoria Road)	In support	
Resident 3 (Victoria Road)	In support	
Resident 4 (Victoria Road)	In support but would also request the introduction of additional raised Traffic Calming Measures in Victoria Road to slow the speed of vehicles	This is a separate issue not connected with the proposed amendment to the Waiting Restrictions. The section of Victoria Road in question does however have a 'Priority' give and take road narrowing and is subject to a 20 Mph Speed Limit

Schedule Of Responses Not In Support

Resident 1 (Victoria Road)	Concerned that delivery vehicles will not be able to load / unload on proposed Double Yellow Lines	An exemption will be made for such vehicles to load / unload
Resident 2 (Victoria Road)	Concerned that Double Yellow Lines will prevent them from park temporarily to load / unload goods and people from a car which may take longer than the Parking Enforcement Officers will deem to be reasonable	An exemption will be made to allow for such loading and unloading but a vehicle left unattended for an extended period of time will attract the attention of the Parking Enforcement Officers
	Parked cars have never been observed in this part of Victoria Road so why change the existing set up ?	The opportunity has arisen as part of the proposal to introduce additional Waiting Restrictions nearby and it is considered appropriate in order to rectify an anomaly in this narrow part of road which would allow vehicles to be parked at certain times of the day / week. A further benefit would be that the existing posts and signs which relate to the Limited Waiting restrictions could be removed so improving the street scene
	If visitors to the property are forced to walk from nearby parking places then there will be a danger owing to the narrow nature of the footways in this part of Victoria Road	Noted
	The proposed amendment to the waiting restrictions will devalue the property	Noted
Business 1 (Reeth Road)	Concerned that vehicles will be unable to load / unload on the proposed Double Yellow Lines	An exemption will be made to allow for such vehicles to load / unload (whilst still requiring drivers to have regard to the impact of this on other road users)
	Request that a 'Loading Bay' is provided	Not appropriate for a single commercial premise where loading / unloading could take place on the proposed waiting restrictions anyway
	Customers will be put off visiting the premises. The premises currently operate as a retail outlet and a 'click and collect' collection point and this trade will also be adversely affected	Noted but on-street parking will still be available within approximately 40 metres of the premises
	Should the waiting restrictions be introduced then it is likely that the shop will need to be closed and a beneficial asset for the community will be lost	Noted

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	BES		
Service area	H&T		
Proposal being screened	Proposed introduction of waiting restrictions – West End, Richmond		
Officer(s) carrying out screening	Neil Linfoot		
What are you proposing to do?	Introduce waiting restrictions along the above named road to address parking concerns and safety concerns		
Why are you proposing this? What are the desired outcomes?	Residents and 3 rd parties have requested waiting restrictions to address the parking concerns		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics? As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> • To what extent is this service used by particular groups of people with protected characteristics? • Does the proposal relate to functions that previous consultation has identified as important? • Do different groups have different needs or experiences in the area the proposal relates to? If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.			
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No impact			
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
Reason for decision	The proposed waiting restrictions will have no negative impact on people with protected characteristics (or NYCCs additional characteristics) and will enable the County 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			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	06/12/21			



Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	Proposed Introduction of Waiting Restrictions – West End, Richmond
Brief description of proposal	Introduction of waiting restrictions on A6108 to address parking issues and safety concerns regarding traffic entering hatched area for right turn lane
Directorate	Business and Environmental Services
Service area	Highways and Transportation
Lead officer	Neil Linfoot
Names and roles of other people involved in carrying out the impact assessment	Ian Beighton
Date impact assessment started	20/11/2021

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.

Other options of waiting restrictions were considered but the problem can arise at all times of the day so the 'no waiting at any time' was deemed the most suitable for the location

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 implementation costs are to be met from the local team 'Sign Lines and TROs budget', the long term impact is that the road markings will need to be refreshed at certain points throughout the lifetime of the Order. This will be undertaken within current programmes and the overall impact will be minimal

How will this proposal impact on the environment?		Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	X			Initially this may have an impact as people who normally park here will need to find elsewhere to park, but once they are aware of the restrictions will not return to park in this location		
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Other		X				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X				

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

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

The works will comply with the Traffic Signs Regulations and General Directions 2016 and in addition will utilise primrose yellow paint which is identified for use in conservation areas

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 proposals will be utilised to address a safety concern raised by residents and also the travelling public and other bodies which will have a positive impact on road safety at the location in question

Sign off section

This climate change impact assessment was completed by:

Name	Neil Linfoot
Job title	Improvement Manager
Service area	Highways and Transportation
Directorate	Business and Environmental Services
Signature	<i>N Linfoot</i>
Completion date	20/11/2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 06/12/21