

**North Yorkshire County Council**  
**Business and Environmental Services**  
**Executive Members**

**17 December 2021**

**Review of Parking on High Street, Northallerton (North of Friarage Street)**

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

<b>1.0 Purpose of Report</b>
1.1 To apprise the Corporate Director of Business and Environmental Services (BES) and BES Executive Members, of the findings of a parking review on High Street, north of Friarage Street, Northallerton.

**2.0 Background**

2.1 In February 2020, Northallerton BID Company Ltd submitted a petition requesting the County Council reviews its existing on-street parking operation on High Street, Northallerton in the context of its parking policy and extends the free parking allowance from its current duration of 30 minutes to two hours with immediate effect.

2.2 The petition was reviewed by way of the County Council's Right to Challenge Parking Policy Petition Scheme with the findings and recommendations presented to and approved by The Executive on 28 July 2020. The report resolved that the existing Pay and Display (P&D) system on High Street remained an appropriately applied parking management operation in accordance with the strategic approach and policy objectives, but agreed to investigate the potential for increasing the free parking time allowance on that part of High Street north of Friarage Street.

2.3 It should be noted that due to the Covid-19 pandemic it was not considered appropriate to carry out the review at that time. Whilst the effect of the pandemic continues, it is now to a much lesser degree and conditions are more representative of a pre pandemic situation allowing a more accurate study to be conducted.

**3.0 Existing Operation**

3.1 The existing pay and display scheme on High Street provides 30 minutes free parking on-street with charges applying thereafter at rates of 80pence per hour up to a maximum stay of 2 hours costing £1.60. There is a no return period of 3 hours in operation.

3.2 The application of charges is in accordance with the County Council's parking strategy and consistent with the national approach. That approach is to firstly encourage drivers to seek off-street parking for the benefit of the highway environment and operation. This is done by making on-street parking more expensive where charges apply and/or are time restricted.

## 4.0 Performance Monitoring

4.1 As mentioned in previous reports dealing with parking on High Street, there are limited data sets available to review and draw definitive conclusions. Whilst this information can provide sufficient guidance on any trends that may be occurring e.g. increased transactions or a reduction in the number of PCNs issued, it is not absolute and any decision must include the full consideration of the strategic approach to parking management and the broader traffic management and transport policy objectives.

4.2 The following data sets have been used in this analysis;

- P&D Ticket Machine Transaction Data from 2015 - 2020
- Enforcement Data - Penalty Charge Notices (PCNs) issued

### P&D Machine Transaction Data

4.3 The 30 minutes free parking allowance has been part of the pay and display scheme since charges were introduced in 2014 and transaction data is available for all those years. For the purposes of this review, that data is focused on transactions made at P&D machines north of Friarage Street only. Given the physical separation of this part of High Street from the main retail area and parking provision, it is reasonable to consider the vast majority of transactions will be at machines on that part of High Street and therefore the transaction data offers a good degree of accuracy.

4.4 The data shows the number of transactions for the area north of Friarage Street increased in the 3-year period 2015 to 2018 from 129,807 transactions in 2015/2016 to 160,899 in 2017/2018 however, in the following 2 years transactions have decreased gradually with 136,070 transactions being made in 2019/20. The data for the latest year(s) has been discounted, as it is not representative of normal conditions due to the Covid-19 pandemic.

4.5 The 129,807 transactions in 2015/16 were split between the different tariffs as follows; 30 minute tariff free 74,476 (57%), one hour paid 23,242 (18%) and two hours paid 32,089 (25%).

4.6 Comparatively, in the most recent year 2019/20 the 136,070 transactions were split between the different tariffs as follows; 30 minute tariff free 81,833 (60%), one hour paid 21,999 (16%) and two hour paid 32,238 (24%)

4.7 Whilst it is acknowledged transactions have decreased, the figures remain above that of the first year charges applied. Furthermore, there is clear indication that tariff type demand has remained consistent with the free period accounting for around 60% of transactions. Of course, it is not possible to identify whether drivers may have then purchased additional time.

4.8 For comparative purposes, transaction figures for Hambleton District Councils Applegarth short stay off street car park have been obtained to determine if off-street parking has similarly decreased in the same period. The tariffs for the short-stay car park are as follows; 1 hour free and two hours paid.

4.9 This data shows that transaction figures remained relatively constant throughout, with 244,505 transactions in 2015/16 and 243,676 in 2019/20. The 244,505 transactions in 2015/16 were split between the different tariffs as follows; 1 hour free 142,751 (58%) and two hours paid 101,754 (42%). Comparatively the 243,676 transactions in 2019/20 were split; 1 hour free 145,712 (60%) and two hours paid 97,964 (40%)

#### Enforcement Data - Penalty Charge Notices

- 4.10 Since the introduction of the 30 minutes free parking concession a total of 6099 penalty charge notices (PCNs) have been issued for parking contraventions on the part of High Street to the north of Friarage Street. Of those notices 1851 were for not displaying a valid ticket and 4248 were for parking after the expiry of a paid for ticket (the data does not provide information about what tariff band the expired ticket related). These are the expected contraventions typical of P&D operation. The issue of these PCNs is distributed relatively evenly during this period with the numbers of PCN's for both offences reducing on a year on year basis between 2015 and 2021, thus providing an indication of improving compliance levels.
- 4.11 The annual breakdown of the number of PCNs issued are detailed in the table below.

Penalty Charge Notices issued on High Street, Northallerton			
Date	Contravention (Code 06) Parked without clearly displaying a valid pay and display ticket	Contravention (Code 05) Parked after the expiry of paid for time	Total
2015/2016	802	395	1197
2016/2107	1040	467	1507
2017/2018	754	360	1114
2018/2019	619	266	885
2019/2020	581	202	783
2020/2021	452	161	613
<b>Total</b>	<b>1851</b>	<b>4248</b>	<b>6099</b>

## 5.0 Data & Policy Appraisal

- 5.1 It is acknowledged that there has been a more recent decline in the number of transactions on the section of High Street to the north of Friarage Street, which is consistent with the findings of the previous report(s) looking at the whole operation. However, the demand between tariff types has remained consistent, showing the free 30 minute parking offer remains the most popular tariff which suggests it is sufficient for visitors to carry out those short task/errands which it is intended to support.
- 5.2 Nevertheless, it is acknowledged that parking charges must be appropriate and play a key part in parking and traffic management operations. However, given the current circumstances where the P&D operation has remained constant throughout and there is no evidence to indicate that charges are problematic, any change would be in effect a policy and strategic decision.
- 5.3 To increase the free time allowance would be inconsistent with the policy approach of encouraging drivers to seek off-street parking provision as a first choice. Increasing the on-street 30-minute period free period to 1 hour on the High Street to the north of Friarage Street would create the same offer as currently exists in the Applegarth short stay car park and therefore could encourage greater on-street parking demand at the expense of off-street with a potential increase in congestion as drivers prioritise on-street more than currently is the case.
- 5.4 In addition to this, Northallerton already benefits from this allowance which is not afforded elsewhere, save for Knaresborough Market Place (20 minutes). To provide a greater free parking period on any part of High Street only serves to exacerbate the

variation and is inconsistent with how Pay and Display parking is applied throughout the county.

- 5.5 Such a move would also be inconsistent with the national, regional and local policy approach to encourage modal shift away from the private car to more sustainable modes of transport such as walking, cycling and greater use of public transport. To offer increased free on-street parking would be directly opposed to this approach.
- 5.6 There are numerous factors, which effect visitor numbers and high street trade, any decline cannot solely be placed on parking charges, particularly when they have not been raised since implementation and usage has in some years increased. The use of the nearby short stay off-street car park has remained consistent, therefore, indicating that this is not a broader issue. This section of High Street has also seen the recent opening of more businesses and others planned to open in the near future, which is likely to increase footfall and parking demand in this area.
- 5.7 Given the current operation is in accordance with the strategic approach to parking management, and supportive of the wider policy objectives there is no justification to extend the 30-minute free parking allowance.
- 5.8 This information has been presented to and discussed with Councillor Don Mackenzie – Executive Member for Access and the local Elected Members Cllr Blades and Cllr Dickinson.
- 5.9 All were understanding of the findings, the need to apply a consistent parking management strategy and were in favour of the existing P&D operation remaining unchanged. It was also suggested that operating different time allowances on different parts of the High Street may be confusing and result in an increase in the number of motorists receiving PCNs.
- 5.10 To add some context to the above, it is worth noting the extensive and varied parking offer available in Northallerton. This is set out below;
- There are 270 on-street Pay and Display parking bays in Northallerton (High Street P&D Zone). Charges are, free for up to 30 minutes and 80p per hour up to 2 hours maximum stay.
  - The surrounding disc parking operation is made up of 13 zones providing spaces for 405 vehicles, including permit holders. The zone is operates 8am – 6pm and different time allowances apply dependent upon the zone location and the duration of stay for disc holders ranges between 30 minutes and 3 hours maximum stay.
  - Hambleton District Council provides 548\* off-street pay and display car parking spaces in Northallerton, these are:
    - Applegarth short stay car park: 151 spaces (138 spaces + 13 disabled parking bays). Charges, 1 hr Free, up to 2 hrs £1.20 (and per hour thereafter)
    - Applegarth long stay car park: 259 spaces (249 spaces + 10 disabled parking bays). Charges, 1.20 per hour up to £4.80 for all day
    - Forum west short stay car park: 74 spaces (71 spaces + 3 disabled parking bays). Charges £1.20 per hour
    - Forum east long stay car park: 64 spaces (60 spaces + 4 disabled parking bays). Charges £1.20 per hour

(\*current provision. Proposals to amend the car park layouts were consented to earlier in the year but do not have any significant impact on provision)

- The free off-street parking offer in HDC car parks has now ended and the latest off-street charges have applied as of the 1<sup>st</sup> April 2021. There is currently a promotion in operation in Northallerton that provides free parking in the off-street car parks in the lead up to Christmas.
- The Crosby Road pay and display car park is currently operated via lease (25 years) from HDC to the Central Northallerton Development Company Limited as part of the Treadmills development. This provides 200 spaces, 8 disabled parking spaces and 4 EV Charging bays. A total of 212 spaces. Charges are £1 for 2 hours, £2 for 4 hours and £4 for 24 hours,
- The Tesco Car Park offers 2 hours free stay, however with it being a private car park we do not have the exact figure for how many spaces are on offer, but believe it to be in the region of 250. Some of which are designated for blue badge holders and parent & child.
- In total there are in the region of 760 designated off-street parking spaces available in Northallerton, offering a range of time allowances, free and paid parking.
- Combined there are 1635 designated on and off-street parking spaces in Northallerton of which 1030 are paid and 605 are free of charge.
- There are also other parking opportunities on unrestricted roads further out of the town centre for those who may wish to include a walk to the High Street. The livestock market provides parking on certain days too at competitive rates. On the basis of the above, the range and scale of the parking offer in Northallerton is considered to be very good for a market town of its size.

## **6.0 Consultation**

- 6.1 As this review resulted from the decision of the Executive not to uphold the petition of Northallerton BID to extend the current 30 minute free parking allowance to 2 hours, it has also been carried out accordance with the Right to Challenge Parking Policy Petition Scheme.
- 6.2 Northallerton BID responded to the petition and their comments are included in full in Appendix A.
- 6.3 No responses to the latest review were received from Northallerton Town Council, Federation of Small Businesses or Hambleton District Council. However, responses from each were received to the original review of the High Street with both the Town Council and Federation of Small Businesses being in support of the original petition whilst Hambleton District Council expressed their support for parking operations that support the economic success of the town.

## **7.0 Future Opportunity - Smart Parking**

- 7.1 The success of the smart parking trial in Harrogate has provided a strong case for the introduction of the same or similar system elsewhere in the county and Northallerton is an obvious and key location where the system could be next introduced.
- 7.2 The main advantages of such a system are, drivers use the App via their smartphone to locate a free space and to make payment – i.e. no need for the use of cash or bank card, and the parking session ends automatically when the driver leaves the space. The experience in Harrogate has shown that this proved to be more time and cost effective and improved overall customer satisfaction. In addition, linear charges are applied i.e. pay by the minute, so drivers pay only for the exact duration they are parked.

- 7.3 Sensors installed in all parking bays provide real time information and detailed performance data which can be studied to identify shifts in parking demand and longer terms trends providing greater insight for quicker strategic decision making.
- 7.4 Analysis of performance data and user feedback for the Harrogate trial showed that smart parking had the following benefits;
- Improves customer experience
  - Benefits the local economy
  - Benefits the environment
  - Improves operational and strategic insight
  - Is financially beneficial to both users and the Local Authorities
- 7.5 In more detail, over the initial 18 month period of implementation in Harrogate over 600 users were surveyed by email about their experience of using smart parking, the results were;
- 83% said that using smart parking alleviated stress normally associated with using a pay and display machine.
  - 93% said that smart parking is more convenient than using a pay and display machine.
  - 89% believed a smart parking solution makes parking easier.
  - 62% of users said that they stay longer in Harrogate town because they don't have to worry about a pay and display ticket expiring.
  - 32% of users check availability in-app before they arrive at their destination resulting in fewer miles being driven.
  - 56% of users said that they had saved time finding a car parking space. This will have led to fewer miles driven in the town and reduced CO2 emissions.
  - 23% of users thought that live availability has helped reduce congestion caused by cars looking for parking spaces.
- 7.6 There are clear advantages and benefits from the introduction of smart parking and, for this reason, the County Council is actively working on the development of its own infrastructure and business model for providing smart parking services. The development of such a project for Northallerton will include stakeholder engagement.
- 7.7 To date, the sensors have been ordered and it is expected they will be installed in the spring of 2022. There will be a period prior to the app based parking payment operation going live where the sensors will collect data only. However, this is still a positive as the County Council will be able to gather real time data to better understand parking occupancy, average stay length, parking distribution etc., giving unprecedented insight in to parking demand within the pay and display zone and better informing future parking management decisions.
- 7.8 Another feature of the proposed business model is to promote the smart parking infrastructure on the national parking platform. This means the system would be accessible to a range of parking payment providers in a commercial market which should generate better rates (i.e. convenience fee) for drivers. The business model element of the project is still in development so it not possible at this time to confirm a date that it would be operational but a further update will be provided at the meeting on 17 December 2021.
- 7.9 It is the County Councils intention to implement smart parking throughout the county where it operates pay and display parking and potentially within other limited waiting areas, such as in some of the busier disc parking zones.



## **8.0 Conclusion**

- 8.1 In conclusion to the above it is determined that there is insufficient data evidence to suggest that there would be a parking and traffic management benefit from increasing the free parking allowance on High Street, north of Friarage Street.
- 8.2 Therefore, any decision must be taken in the context of the strategic and policy approach to parking management, which is to encourage off-street parking. Providing the same free parking allowance on street as can be found in the nearby off-street car park(s) is contrary to that approach and would be detrimental to the parking operation.
- 8.3 This section of High Street has seen the recent opening of more businesses and others planned to open in the near future, which is likely to increase footfall and parking demand in this area. Therefore, taking all factors into account it is necessary to maintain the current parking operation to effectively manage the parking demand. The County council will however, take forward further development of a smart parking type approach for the High Street, Northallerton as set out in section 7 of this report and will liaise with the BID and other stakeholders as the project progresses.

## **9.0 Equalities Implications**

- 9.1 It is considered that there are no equality implications arising from the existing parking operation remaining in its present format and operation. The assessment is included as Appendix B to this report.

## **10.0 Financial Implications**

- 10.1 There are no additional financial implications as a result of maintaining the current parking operations.
- 10.2 There may be financial implications arising from a decision for further development of the smart parking approach and these will be detailed in a further report in due course.

## **11.0 Legal Implications**

- 11.1 There are no implications resulting from the existing Traffic Regulation Order providing for charges in the Pay and Display zone(s) ("the TRO") remaining without change.

## **12.0 Climate Change Impact Assessment**

- 12.1 The proposed will not have any climate change impact. The assessment is included as Appendix C to this report.

### **13.0 Recommendations**

- 13.1 It is recommended that The Corporate Director, Business and Environmental Services (BES) in conjunction with the BES Executive Member for Access approves,
- i. The existing P&D parking operation on High Street, Northallerton remains unchanged.
  - ii. The County Council continues its development of a smart parking system with the aim of introduction to Northallerton, which will be the subject of a further report in due course.

KARL BATTERSBY  
Corporate Director  
Business and Environmental Services

Author of report: Andrew Clare / David Kirkpatrick

Background documents: None



## **NORTHALLERTON BID RESPONSE TO NYCC REPORT ON PARKING ON NORTHALLERTON HIGH STREET (NORTH OF FRIARAGE STREET)**

Thank you for granting us the opportunity to respond to the report on Northallerton High Street parking north of Friarage Street prepared for the Business and Environmental Services Executive in September 2021.

We were disappointed that contrary to the report, NYCC failed to consult us before publication. Furthermore, despite the stated intention expressed at a previous NYCC Executive meeting, to the best of our knowledge other key stakeholders such as Northallerton Town Council, Hambleton District Council and Northallerton Parish Church also were not consulted.

The findings of this report are in our view a significant missed opportunity for everyone who visits, shops and works in Northallerton. They are also a missed opportunity for NYCC because an extension of the rigid 30 minutes' free parking in this section from Friarage Street to Quaker Lane would send a strong signal that the Council supports our businesses and is fully invested in helping our local economy.

This is an opportunity for flexibility and positive thinking. An extension to one-hour free parking in this area would hugely benefit trade and footfall in Northallerton. Given the Council's implacable opposition to extending free parking in the central High Street, here is a chance to achieve a compromise that can work for all parties.

The report totally ignores the case made by Northallerton BID, based on concerns about the negative impact on trade expressed by High Street businesses that short and restricted 30-minute free parking causes anxiety for car owners to return to their vehicles and thus has a negative impact on shops and businesses. It also makes no mention of traffic flow, such an important element of previous NYCC parking reviews and the rationale for the P&D regime in the first place.

We make the point again – Northallerton is competing against neighboring towns such as Darlington and Middleborough where extended free parking is now well established. We are not even on an equal footing within our own county, as Bedale, Richmond, Stokesley and Thirsk benefit from much more generous free parking provision.

We note from the BES report that data from 2018-19 is not provided and that although a Table 5 appears, there are no Tables 1-4. Is there something missing? Also, where is the NYCC policy for off-street parking stated?

We absolutely support sustainable transport, but the "modal shift" from the private car quoted in the report is clearly some way off, especially when bus services in Northallerton are so infrequent and irregular. Also, plans to improve or introduce cycle ways have not progressed beyond the planning stage.

In principle, the BID is very supportive of measures such as smart parking that could improve motorists' experience in the High Street. However, we do not see it as an alternative to an extension of free parking and are concerned to see that no timescale has been given for its introduction.

In conclusion, we urge NYCC and its successor authority to undertake a comprehensive overhaul of parking in Northallerton.

<b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')  <b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>			
<b>Directorate</b>		Business and Environmental Services	
<b>Service area</b>		Highways and Transportation	
<b>Proposal being screened</b>			
<b>Officer(s) carrying out screening</b>		David Kirkpatrick/Andrew Clare	
<b>What are you proposing to do?</b>		following review, retain the 30 minute free parking allowance on that part of High Street, Northallerton, north of Friarage Street	
<b>Why are you proposing this? What are the desired outcomes?</b>		This is proposed on the basis there is insufficient evidence to suggest there is a parking or traffic management benefit from doing so and to do so is inconsistent with the strategic approach	
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>		No	
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b></p>			
<b>Protected characteristic</b>	<b>Yes</b>	<b>No</b>	<b>Don't know/No info available</b>
Age		No	
Disability		No	
Sex (Gender)		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
<b>NYCC additional characteristic</b>			
People in rural areas		No	

People on a low income		No	
Carer (unpaid family or friend)		No	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	No.		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	No		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	X	Continue to full EIA:
<b>Reason for decision</b>	To conclude the review into the potential extension of the free time parking allowance on High Street, Northallerton.		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	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](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>Parking Review, High Street, Northallerton</b>
<b>Brief description of proposal</b>	<b>To retain the existing 30 minute free parking allowance following a review of the parking arrangements on the section of the High Street to the north of Friarage Street, Northallerton.</b>
<b>Directorate</b>	<b>BES</b>
<b>Service area</b>	<b>Traffic Engineering</b>
<b>Lead officer</b>	<b>David Kirkpatrick</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>Andrew Clare</b>

<b>Date impact assessment started</b>	<b>November 2021</b>
<b>Options appraisal</b> The review was consider with the purpose of considering the potential for extending the 30 minute free parking allowance	
<b>What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?</b> On review of data and parking policy/strategy, there is no clear basis for increasing the free time allowance and the existing operation shall continue. Therefore, having no impact on council budgets	

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

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>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				
Ensure <b>resilience</b> to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X				
Enhance <b>conservation</b> and wildlife		X				
Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b>		X				
Other (please state below)		X				

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

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.

No impacts have been identified within the assessment. The proposals are to consider amendment to the parking management of the respective on street parking area, which are considered acceptable in terms of scale and potential impact to the highway network.

### Sign off section

This climate change impact assessment was completed by:

<b>Name</b>	David Kirkpatrick
<b>Job title</b>	Traffic Engineering Team Leader
<b>Service area</b>	Traffic Engineering
<b>Directorate</b>	BES
<b>Signature</b>	D Kirkpatrick
<b>Completion date</b>	22.12.20

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

**Date:** 06/12/21