

# North Yorkshire Council

## Environment Executive Members

24 November 2023

### Area 3 Proposed waiting restriction amendments, High Street, Hinderwell

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

##### 1.0 Purpose Of Report

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

##### 2.0 Background

- 2.1 The length of the A174 near The Badger Hounds public house is on the Whitby bound approach to the narrowest section of Hinderwell High Street. Existing double yellow lines are already in place on the north-eastern side of the road, but as vehicles frequently are parked on the opposite side, this makes it difficult for drivers of long vehicles to pass through the High Street or for vehicles to gain access in and out of the private drive which serves a farm and a caravan park.
- 2.2 North west bound traffic, when pulling out to pass parked vehicles, encroaches into the oncoming traffic lane. Southeast bound drivers (who should wait for a suitable gap in oncoming traffic before proceeding) have instead been observed to use the footway, resulting in obvious safety issues for pedestrians. Outside the public house, a pair of reflective bollards have been installed, in an attempt to stop drivers driving over the low kerb and along the footway
- 2.3 Other junctions along this route, such as West End Close and Porret Lane have also previously had requests submitted to the Highway Authority for additional waiting restrictions to improve the visibility at the junction and at private accesses where advisory 'keep clear' H bar markings have been installed at the resident's cost. The Porret Lane junction has been marked with 'give way' markings and some advisory keep clear markings to deter parking near the junction. More recently, the former Bistro building at number 16 High Street has changed into holiday accommodation with a parking space created behind the footway. Prior to this consultation, the owners had requested an advisory H bar marking to be extended across the front of the area.
- 2.4 Hinderwell Parish Council requested a no waiting restriction (double yellow lines) on High Street, Hinderwell, opposite the Badger Hounds Public House.
- 2.5 The access to number 52, High Street already has a H bar marking across the drive entrance but the drivers of vehicles leaving this access reported that regularly they find it difficult to see on coming vehicles because of parked cars obscuring their visibility.

2.6 All of the locations fall within the 30mph speed limit area. The High Street A174 is one of the main routes between Whitby and Teesside. The traffic that uses this route regularly includes buses and traffic to and from Boulby mine.

2.7 It is acknowledged that parked vehicles can have an effect on slowing down the through traffic.

### **3.0 Proposals**

3.1 Consultation proposals are shown in Appendix A.

3.2 The proposed parking restrictions shown near the West End Close junction were as a result of comments from residents who have found it difficult to drive through the length of road and have found it difficult to see oncoming vehicles when exiting the junction.

3.3 At the Porret Lane junction, the proposals were to replace and extend the length of the existing advisory 'keep clear' markings with double yellow lines to provide a visibility splay.

3.4 The Parish Council's request for parking restrictions is the length shown opposite The Badger Hounds public house. It covers a shared access for a caravan site with five pitches and a farm and extends in front of three dwellings. This is the narrowest part of the High Street.

3.5 At number 52, High Street, the proposals were to replace the existing advisory 'keep clear' marking with an extended length of double yellow line, to provide a visibility splay.

### **4.0 Consultation**

4.1 The proposals have been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The attached drawings indicate the extent of the proposals. Appendix A includes a copy of the letter dated 22 February 2022, plan and questionnaire that were sent out as part of the consultations process. The proposals were advertised in the Whitby Gazette on 05 May 2022. Given that the advertising date took place after the letter delivery, to meet the requirements of a minimum period of 21 days for the Statutory consultation, the date for return of objections and representations was extended to 31 May 2022.

4.2 The proposals were hand delivered or e-mailed to approximately 189 properties adjacent to the proposed restrictions between 22 February and 04 March 2022. A number of residents reported not receiving the consultation documents for various reasons and the Parish Council were able to distribute further copies to these addresses.

### **5.0 Responses, Objections and Officer Comments**

5.1 There were a total of 89 responses, nine commenting generally in support and 78 responses commenting generally that the proposals were too excessive.

5.1.1 The comments received have been summarised into different themes which are shown below. Whilst it is 17 months since the close of the consultation, there are no new circumstances that would necessitate different proposals being proposed or recommended.

Issue raised	Numbers of responses raising the same concern	Officer comments
Not enough spaces for residents to park.	49	The original proposals intended to provide better access at junctions and for traffic trying to negotiate the narrowest sections of the High Street. The Local Highway Authority recognises the advantage of having on-street parking available and has looked at the possibility of revoking any existing waiting restrictions. However, these all provide safety benefits and so revocation is not advised. The value placed on the existing on-street parking is acknowledged, however a balance needs to be struck between improving safety and retaining parking. This report recommends a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a length requested by the Parish Council, as shown in Appendix B.
It will have a detrimental effect such as increase speed. Speed is the main problem.	39	The Local Highway Authority agrees that whilst the parked vehicles are not permanently present, in some locations parked vehicles are very common, narrowing the running lanes along the A174 through the village. This results in many drivers being forced into a "give and take" situation, especially for larger vehicles such as the buses. This report recommends a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a length requested by the Parish Council, as shown in Appendix B.
It will damage businesses as customers have nowhere else to park	20	The businesses on the High Street and their customers have come to rely on being able to park very close to the property. These include small, local businesses such as hairdressers, butchers and a fish and chip takeaway. This report recommends a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a length requested by the Parish Council, as shown in Appendix B.
The proposals will move parking onto side roads and other parts of the village	15	Yes, particularly with the original extent of the proposals, this would be likely. This report recommends a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a length requested by the Parish Council, as shown in Appendix B.
Suggest an alternative method for stopping driving over kerbs or traffic calming is found.	11	This is not easy to achieve. The pair of reflective bollards appear to have been effective, but these were funded by the Parish Council and it was difficult to locate them in the correct position due to the number of utility apparatus pipes and cables in the footway. Additional bollards could not be guaranteed to be in the correct position to leave sufficient room from the

		<p>kerbline to avoid vehicles clipping them whilst also leaving sufficient room to maintain a footway width for wheelchairs.</p> <p>Raising the kerbline would also need the footway raising and this may not be practical in some locations.</p> <p>Driving over the footway still occurs opposite number 40 High Street where there are no bollards.</p>
Support for the measure asked for by the Parish Council (the double yellow lines opposite the Badger Hounds PH)	9	<p>Noted. This proposal is important as it is likely to reduce the risk of vehicles driving over the footway as it is in one of the narrow sections and could lengthen the waiting area for those vehicles that do need to “give and take.”</p>
An off-road parking area is needed.	8	<p>This suggestion is outside the remit of this consultation.</p>
A residents parking scheme should be provided.	7	<p>A residents parking scheme would not address the problems caused by parking. Any proposal would therefore still be likely to include some waiting restrictions.</p>
Support for other areas to also have double yellow lines that have not been included in the proposals.	8	<p>As these other areas have not been included within the consultation documents that were issued, this report cannot consider these.</p>
Propose a 20mph limit through the village.	6	<p>Changing the speed limit is not part of the current proposals. The Local Highway Authority has received a number of requests to consider various new 20mph speed limits. This request for Hinderwell will be assessed with the others and feedback given once the assessment is complete.</p>
The reduction in on-street parking would mean people arriving by vehicle would have further to walk, some of whom may be elderly or have difficulty walking.	4	<p>The Local Highway Authority takes the current situation of pedestrians being faced with vehicles driving on the footway very seriously.</p> <p>Removing parking may mean vehicles have to park slightly further away from their destination. Equalities issues have been considered in an Equalities Impact Assessment screening form at Appendix D. This report recommends a significantly reduced scheme, with the extent of proposed ‘no waiting at any time’ limited to a length requested by the Parish Council, as shown in Appendix B</p>
Would like to see enforcement of driving on the footways.	2	<p>The Local Highway Authority has made the police aware; this is a moving traffic offence and so is a police matter. It is possible however that current police resources will lend themselves to regular enforcement at this location.</p>

Propose a bypass.	2	A scheme was proposed many years ago but this is currently not a financially viable option and not part of the Council's Major Schemes Programme.
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## 5.2 Local Councillor comments

Cllr. Chance is aware of the strength of comment arising from the consultation, and supports the reduced proposals shown in Appendix B, which include an additional advisory 'keep clear' H bar marking, requested by Cllr Chance, across the access to Serenity Caravan, opposite number 27 High Street.

## 5.3 Further Officer's comment

Whilst it is acknowledged that the vehicles generally parked on the sides of the High Street act to some degree as a traffic calming measure, on a road as heavily trafficked as this, the knock-on effect of the 'chicane' effect this causes, with some drivers choosing to drive on the footway, must be addressed.

- 5.3.1 Whilst on-street parking outside properties is not a right, the value that such a facility provides needs to be weighed against the benefits of removing some parking. Following consideration of the consultation comments and the equalities aspects, officers are recommending a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a 24m length requested by the Parish Council, as shown in Appendix B.

## 6.0 Climate Change

- 6.1 Consideration has been given to the potential for any climate change impacts arising from the recommendation and a Climate Change Impact Assessment screening form has been completed and is included as Appendix C. Particularly given the reduced nature of the scheme, it is the view of officers that this recommendation does not have a significant adverse impact on any climate change factors.

## 7.0 Equalities

- 7.1 Consideration has been given to the potential for any equality impacts arising from the recommendation.
- 7.2 The original proposals would have significantly reduced the availability of on street parking.
- 7.3 Officers are recommending a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a 24m length requested by the Parish Council, as shown in Appendix B.
- 7.4 It is the view of officers that the recommendation does not have a significant adverse impact on any people who have the protected characteristics identified in the Equalities Act 2010. A copy of the Equalities Impact Assessment screening form is attached as Appendix D.

## 8.0 Finance

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

## **9.0 Legal**

- 9.1 Consideration has been given to the potential for any legal implications arising from the recommendations.
- 9.2 The consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Environment Executive Members and the role of the Area Constituency Committee is a consultative role on wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director for Environment in consultation with the Environment Executive Member. The decision making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A wide area impact TRO is classed as a proposal satisfying all 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.
- 9.2.1 The proposals are wholly within Council division of Danby and Mulgrave, therefore this would not be classed as a wide area impact TRO.
- 9.3 Officers consider that, should it be resolved that some or all of the proposed amendments are to be made, the changes will enable the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984, which provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.
- 9.4 In the event that the Environment Executive Member resolve to approve changes to the traffic regulation orders described in this report, then to accord with the relevant statutory regulations, the Council will be required to make and advertise the traffic regulation order concerned before it comes into operation. The Council will also be required to notify the objectors of its decision.
- 9.5 Where an Order has been made (sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks of the order being made.
- 9.6 All other main legal aspects are covered in section 4 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.

## **10.0 Recommendation**

- 10.1 It is recommended that the Corporate Director for Environment, in consultation with the Executive Member for Highways and Transportation:
- a) Approve the making of a TRO to impose the reduced length of waiting restrictions as shown in Appendix B, as advertised under the Road Traffic Regulation Act 1984;
  - b) Note the intention to mark two advisory 'keep clear' H bar markings, one across the access to Serenity Caravan site and one near Porrit Lane to cover the parking area behind the footway.
  - c) All responders are advised accordingly and notified of the making of the Order within 14 days of it being made.

**Appendices:**

- Appendix A - Statutory consultation documents, showing original proposals
- Appendix B - Plan of reduced scheme, which this report recommends for approval
- Appendix C - Climate Change Assessment screening form
- Appendix D - Equalities Impact Assessment screening form

BARRIE MASON

Assistant Director - Highways and Transportation  
County Hall  
Northallerton  
24 November 2023

Authors of Report: Ged Lyth - Project Engineer  
Helen Watson - Improvement Manager

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



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North Yorkshire County Council  
Discovery Way  
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North Yorkshire  
YO22 4PZ  
Tel: 01609 780780  
Email: [area3.whitby@northyorks.gov.uk](mailto:area3.whitby@northyorks.gov.uk)

**Our Ref: A3.0931**  
**Contact: Ged Lyth**

22 February 2022

Dear Sir/Madam,

**High Street, Hinderwell – Additional No Waiting at any time restrictions.**

We have received requests from the Parish Council and from different residents to increase the amount of double yellow lines along various sections of the High Street, to help improve the passage of vehicles travelling in and out of accesses along this section of the A174. It is recognised that a balance needs to be maintained between providing parking spaces for vehicles belonging to residents and visitors but without causing excessively long obstructions. The aspiration is to avoid situations where vehicles are going over the kerbs and footways in an attempt to avoid oncoming traffic passing parked vehicles and to provide additional visibility for drivers getting out of access points. The proposal is to introduce lengths of double yellow lines near accesses and the narrowest section of the main road.

Where the proposed restrictions are shown at the same location as where white lines are currently, the yellow lines would replace the white markings if the proposals are approved. If not approved, the white markings will remain.

To install these lines it is necessary to introduce a Road Traffic Regulation Order. This letter is part of the statutory consultation process required to make the lines recognised and enforceable.

The Council is required to consult those either directly affected by the proposals or who may have an interest, and the purpose of this letter is to provide you with details of those proposals. **I would ask that you provide any views you may wish by completing and returning the attached questionnaire or sending an e-mail response by Monday 08 April, 2022.**

If there are significant objections to the proposals it will be necessary to report them to the Business and Executive Members meeting for a decision by the Corporate Director of Business and Environmental Services in consultation with the executive members. The date and venue of any future meeting will be advised as necessary in due course. I trust this is satisfactory and look forward to receiving your comments.

Yours sincerely,

Helen Watson  
Improvement Manager





Our Ref: A3.0931

**LOCATION OF SCHEME - High Street, Hinderwell****DESCRIPTION OF SCHEME – Proposed addition of waiting restrictions**

Property Type (please tick appropriate box)	<input type="checkbox"/> Business	<input type="checkbox"/>	<input type="checkbox"/> Resident	<input type="checkbox"/>	<input type="checkbox"/> None (Non-resident consultee)
Contact Name					
Contact Address					
Contact telephone/fax/email					

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

Yes

No

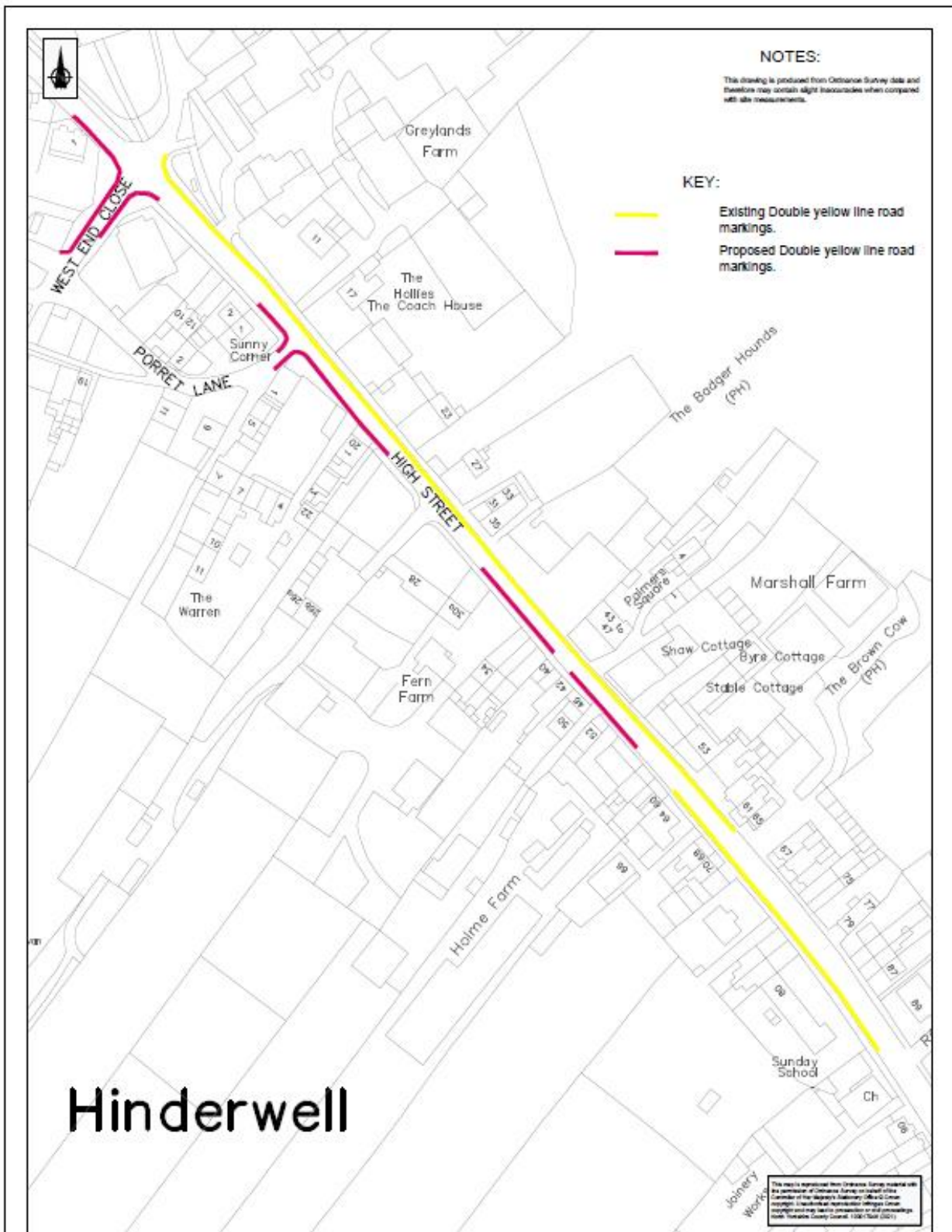
**Comments / Reasons for objection (if applicable ):-**

If you only support or object to part of the proposals please state which.

**Please return to:** North Yorkshire County Council, Area 3 - Whitby Office,  
Discovery Way, Whitby, YO22 4PZ  
**Or e-mail to:** area3.whitby@northyorks.gov.uk

**PLEASE RETURN QUESTIONNAIRES BY 08 April 2022****FOI Statement**

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

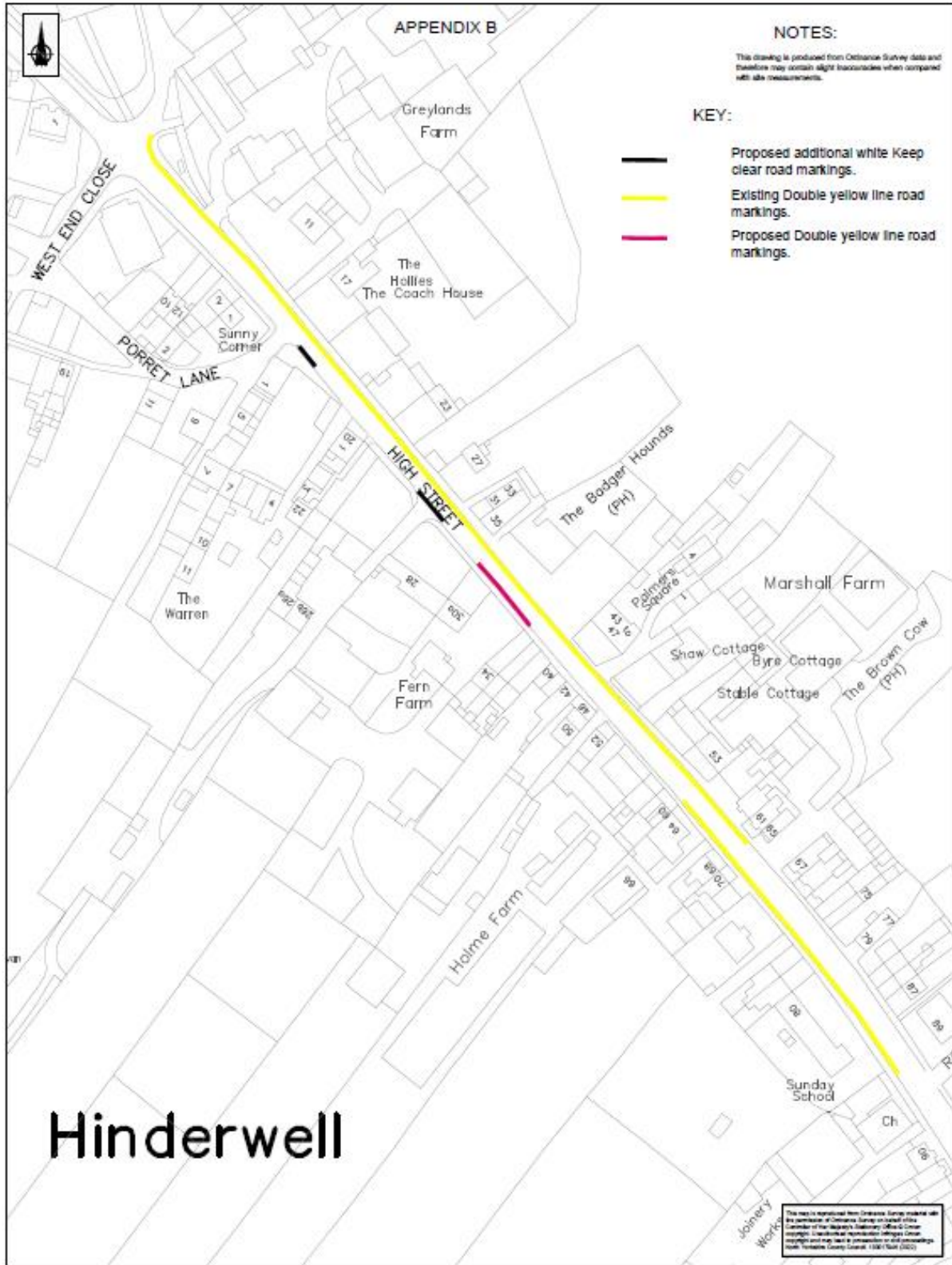



**North Yorkshire**  
 Council  
 Highways  
 NORTH YORKSHIRE

Area Office 3  
 Discovery Way  
 Whitby  
 North Yorkshire  
 YO22 4PZ  
 Tel: 01909 780780

Project	Proposed additional double yellow lines Hinderwell High Street		
Drawing title	Consultation Plan No Waiting at anytime restrictions		
Drawing number	A3.0531.1	Rev	001
Drawn by	N.T.S.	Checked by	G.Lyn
Issue		Checked by	***

Rev	Rev Date	Revised by	Issue	Reason	Author



**NOTES:**  
 This drawing is produced from Ordnance Survey data and therefore may contain slight inaccuracies when compared with site measurements.

**KEY:**

- Proposed additional white Keep clear road markings.
- Existing Double yellow line road markings.
- Proposed Double yellow line road markings.

# Hinderwell

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Area Office 3 Discovery Way Whitby North Yorkshire YO22 4PZ Tel: 0300 1312131	Project		Proposed additional double yellow lines Hinderwell High Street		Rev	Date	Checked by	Drawn by	Scale				
	Drawing title		Recommendation Plan No Waiting at anytime restrictions										
Drawing number		A3.0931.1	Rev **		Drawn by		G LYN		Checked by		JH		
Scale		N.T.S.											

## 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>	Area 3 Proposed waiting restriction amendments, High Street Hinderwell
<b>Brief description of proposal</b>	Increasing the amount of no waiting restrictions by a length of 24m
<b>Directorate</b>	Environment
<b>Service area</b>	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
<b>Lead officer</b>	Ged Lyth
<b>Names and roles of other people involved in carrying out the impact assessment</b>	
<b>Date impact assessment started</b>	4/10/23

**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 original consultation contained a significant amount of proposed double yellow line 'no waiting at any time'

Consideration has given to the location of existing double yellow lines, what is the minimum length of new line that can be proposed whilst improving the situation for pedestrians who currently are at risk from drivers choosing, at times, to drive on the footway. Consideration was also given to whether to apply advisory markings rather than enforceable restrictions.

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

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

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

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<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 style="text-align: center;">X</p>		<p style="text-align: center;">X</p>	<p>Removing parking can have the effect of increasing vehicle speeds. Higher vehicle speeds can contribute to increased emissions and have a negative impact on air quality. However, this is not absolute and the speed of the vehicles are reliant on driver behaviour.</p> <p>Less queuing of vehicles waiting for a clear path through the narrowest section may reduce the time vehicles are stationary with the engines running.</p>	<p>The potential effect of higher traffic speeds have been reduced by limiting the proposals to one 24m length of double yellow line.</p> <p>The 24m length of proposed line should slightly reduce the amount of queuing that currently takes place through this section.</p>	
	<p>Emissions from construction</p>		<p style="text-align: center;">X</p>	<p>Minimal impact for installation of road markings</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>Emissions from running of buildings</p> <p>Emissions from data storage</p> <p>Other</p>		X			None		
		X			None		
		X			None		
<p>Minimise <b>waste</b>: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X			None		
<p>Reduce <b>water</b> consumption</p>		X			None		
<p>Minimise <b>pollution</b> (including air, land, water, light and noise)</p>		X			None		

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<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>None</p>		
<p>Enhance <b>conservation</b> and wildlife</p>		<p><b>X</b></p>		<p>None</p>		
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire's landscape</b></p>		<p><b>X</b></p>		<p>None</p>		
<p>Other (please state below)</p>		<p><b>X</b></p>		<p>None</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.
None

<p><b>Summary</b> Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.</p> <p>In summary, the Highway Authority's recommendation to increase the length of double yellow lines on the approach to the narrowest section of the High Street is expected to have a negligible impact on environmental issues. The original proposals for several sections of double yellow line 'no waiting at any time' are recommended to be reduced to one length of 24 metres. This reduced length is not expected to have a significant effect on traffic speeds. The proposals are not anticipated to have any impact on the choice of mode of transport.</p>
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<b>Sign off section</b>	
This climate change impact assessment was completed by:	
<b>Name</b>	<b>Ged Lyth</b>
<b>Job title</b>	<b>Project Engineer</b>
<b>Service area</b>	<b>Highways and Transportation, Parking Services, Street Scene, Parks and Grounds</b>
<b>Directorate</b>	<b>Environment</b>
<b>Signature</b>	
<b>Completion date</b>	<b>4/10/23</b>
<b>Authorised by relevant Assistant Director (signature): Barrie Mason</b>	
<b>Date: 16/11/2023</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>			
<b>Directorate</b>	Environment		
<b>Service area</b>	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds		
<b>Proposal being screened</b>	Area 3 proposed waiting restriction amendments. High Street Hinderwell		
<b>Officer(s) carrying out screening</b>	Ged Lyth		
<b>What are you proposing to do?</b>	Implementation of an additional 24m of no waiting restrictions on High Street Hinderwell		
<b>Why are you proposing this? What are the desired outcomes?</b>	Reducing the risk of vehicles driving over the footway by prohibiting parking on the approach to the narrow section of The High Street.		
<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 <a href="#">Equality rep</a> 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	
<b>NYC additional characteristics</b>			

People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		no	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	<p>The original proposals included significant lengths of new double yellow lines ('no waiting at any time'), some located outside residential properties.</p> <p>Whilst holders of blue badges may park on double yellow lines for up to three hours, they cannot park for longer than this.</p> <p>Therefore, any blue badge holder residents wanting to park long-term outside residential properties adjacent to the original proposals would have had further to walk. This would also be the case for elderly or infirm people who are not blue badge holders.</p> <p>Removing parking can affect traffic speed. Consideration has been given to how even slight speed increases on the High Street may affect blue badge holders exiting their vehicles.</p> <p>Following consideration of the consultation comments and the equalities aspects, officers are recommending a significantly reduced scheme, with the extent of proposed 'no waiting at any time' limited to a 24m length requested by the Parish Council, as shown in Appendix B.</p>		
<b>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?</b> Please explain why you have reached this conclusion.	<p>A community hub and tearoom is located towards the western end of the High Street. The proposal to prohibit parking for a 24m length is not anticipated to have a significant impact on the facilities.</p>		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	X	Continue to full EIA:
<b>Reason for decision</b>	<p>The reduced scheme should not create significant negative impacts on people with protected characteristics.</p>		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	16/11/2023		