

# North Yorkshire Council

## Environment Executive Members

26 January 2024

### Proposed extension of existing advisory Disabled Parking Bay Montgomery Street, Skipton

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

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

- 1.1 The purpose of this report is to advise the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation of the outcome of the public consultation and statutory advertisement which took place with regard to this proposal and ask for a decision to be made on whether the proposal is to be introduced or set aside in light of the objections received.

#### **2.0 BACKGROUND**

- 2.1 Resident's Disabled Parking Bays (RDPB) can be introduced to provide on-street parking in residential areas for 'blue badge' holders. The Council's policy states that provision of these bays should only be considered when an individual does not have access to off-street parking such as a drive or garage. Where a RDPB is provided it is not for the exclusive use of one resident but is available for use by any 'blue badge' holder.
- 2.2 Disabled parking bays require a Traffic Regulation Order (TRO) to be in place in order to be enforceable. Historically, some advisory and therefore unenforceable residential disabled parking bays were introduced without a Traffic Regulation Order. The Traffic Signs Regulations and General Directions 2016 (as amended) do not permit the use of disabled parking bay road markings without a Traffic Regulation Order and, as a consequence, enforcement action cannot be taken against those that misuse the advisory bays.
- 2.3 The Residential Disabled Parking Bay Policy was approved in August 2011 which determined that only enforceable bays would be provided. In line with this decision, a two-stage assessment process was put in place against which applications are assessed. The assessment criteria for both stages are outlined in Appendix A.

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

- 3.1 Montgomery Street and other streets in the vicinity experience high demand for parking as a result of the high density of terraced housing and the proximity to a school. The applicant currently parks in an existing advisory RDPB. The proposal is to increase the length of the bay to 6.6 metres in accordance with current Department for Transport (DfT) Regulations.
- 3.2 The first stage of the assessment is undertaken by Customer Resolution Centre officers and assesses whether the applicant meets the Stage 1 criteria set out in Appendix A. This application was assessed and met the criteria and was processed to Stage 2 of the process.

3.3 Stage 2 of the process requires that the Local Area Highways Office assesses the application against the relevant highway and site assessment criteria set out in Appendix A. The assessment criteria were deemed to have been satisfied. The proposal then proceeded to consultation with the local member, residents and statutory consultees and the proposed TRO was also advertised.

3.4 Stages 1 and 2 of North Yorkshire Council Residential Disabled Parking Bay Policy have been met. North Yorkshire Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway by introducing the proposed Traffic Regulation Order.

#### **4.0 CONSULTATION UNDERTAKEN AND RESPONSES**

4.1 The local member was consulted on the proposed RDPB and no comments were received.

4.2 The TRO was advertised on 1 June 2023 and the last date for receipt of objections was the 13 July 2023. The statement for reasons, location plan and schedule are laid out in Appendix B. Several objections were received, and these are set out in Appendix C along with the Officers comments in response.

4.3 The objections received centre mainly around the impact on parking. The driving skills of the applicant have also been called into question.

#### **5.0 ALTERNATIVE OPTIONS CONSIDERED**

5.1 There are no known practical alternatives that would meet the requirements of the applicant.

#### **6.0 FINANCIAL IMPLICATIONS**

6.1 Funding is available from the existing Highways Area 5 Signs, Lines and TRO budget to support the installation of these measures for the proposed bay and associated signage which is estimated to be in the region of £500.

#### **7.0 LEGAL IMPLICATIONS**

7.1 The consideration of objections to TROs is a matter for the Executive and the role of the Area Constituency Committee is changed to a consultative role on wide area impact TROs.

7.2 The consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with the Executive Member, Highways and Transportation. 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
- The proposal affects more than one community
- The proposal is located within the ward of more than one County Councillor.

7.3 The proposed TRO has not been classed as a wide area impact TRO as the proposal does not affect more than one street or road and hence the Area Constituency Committee's views have not been sought.

- 7.4 In the event that the Executive Member and Corporate Director of Environment resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make a Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 7.5 Where an Order has been made (ie 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.
- 7.6 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this Report, Officers consider that the County Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision.
- 7.7 All other main legal aspects are covered in Section 3 and 8 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.
- 7.8 In accordance with the protocol for Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on the 26 January 2024.

## **8.0 PUBLIC INQUIRY IMPLICATIONS**

- 8.1 Consideration has been given to the requirement to cause a public inquiry to be held with regard to objections received.
- 8.2 Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires North Yorkshire Council, as order making authority, to cause a public inquiry to be held should the effect of the order be to prohibit the loading or unloading of vehicles or vehicles of any class in a road on any day of the week at all times or within certain times specified in those Regulations.
- 8.3 Regulation 9 (4) provides that where a part of a road is to be designated as a parking place for the use of a disabled person's vehicle, such an order shall not be taken to have the effect of prohibiting loading or unloading at any time and as such, a public inquiry would not be required.

## **9.0 EQUALITIES IMPLICATIONS**

- 9.1 Consideration has been given to the potential for any equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010.
- 9.2 A screening form has been included in Appendix D.

## **10.0 CLIMATE CHANGE IMPLICATIONS**

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

## 11.0 REASONS FOR RECOMMENDATIONS

- 11.1 The objections received centre mainly around the impact on parking. The driving skills of the applicant have also been called into question.
- 11.2 Impact on parking - Montgomery Street and other streets in the vicinity experience high demand for parking as a result of the high density of terraced housing and the proximity to a school. The applicant currently parks in an existing advisory RDPB. The proposal is to increase the length of the bay to 6.6 metres in accordance with current DfT Regulations. The impact on parking is considered to be minimal. However, it must be noted that there will be some impact on parking locally.
- 11.3 Eligibility of the applicant – the applicant is a Blue Badge holder and has met the Stage 1 criteria. As the application meets all the stage 1 and stage 2 assessment criteria for the introduction of a residential disabled parking bay officers consider that there is no valid reason why the bay should not be provided at this time. Therefore, officers' recommendation is that the disabled bay at \* Montgomery Street be introduced as proposed.
- 11.4 Officers recommend the implementation of the proposed TRO as advertised for the reasons set out in this Report. Officers consider that the Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway, as set out in the Statement of Reasons and has carried out the required balancing exercise in coming to that decision.

## 12.0 RECOMMENDATIONS

- 12.1 It is recommended (having taken into account of all the duly made representations and objections) that the:
- i) results of the consultation are noted;
  - ii) the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation, approve the extension of the disabled bay as advertised;
  - iii) the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order in light of the objections received and that the objectors are notified within 14 days of the order being made.

### APPENDICES:

Appendix A – Assessment/Eligibility Criteria  
Appendix B – Statement for reasons, location plan and schedule  
Appendix C – Consultation responses  
Appendix D – Initial equality impact assessment screening form  
Appendix E – Initial Climate change impact assessment

**Background Documents:** Letters of objection received are held in the scheme file held by the Skipton Area 5 Highways Office

BARRIE MASON  
Assistant Director Highways and Transportation, Parking Services, Street Scene, Parks & Grounds  
County Hall  
Northallerton

26 January 2024

Report Author – David Jones  
Presenter of Report – David Jones

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

### Assessment/Eligibility Criteria

#### Stage one - applicant conditions

The applicant must be:

- The blue badge holder
- The driver of the vehicle (evidence of driver's licence and vehicle ownership will be required).
- Requesting a disabled parking bay for the same address as their blue badge has been issued.
- Unable or virtually unable to walk or propel a wheelchair for a comfortable distance outside the home - estimation of comfortable walking distance required.
- Unable to access suitable off-street parking, for example a driveway, garage or parking place provided by a housing association or social landlord.
- Unable to regularly park their vehicle on the public highway within a comfortable distance of their household

If you do not meet all of these criteria, but feel that your case is exceptional, please [contact us](#). We will be able to assess your eligibility and advise you on whether to proceed with an application.

#### Stage two - highways specific conditions

We will make our decision on the following highway specific conditions. The application may be denied if one or more of the following exist:

- We believe that there is reasonable evidence to suggest that the driver can regularly park their vehicle within a comfortable distance of their household either off-street or on-street.
- The request is for a highway that is not maintainable at public expense.
- The driver has access to suitable off-street parking, for example a driveway or garage. The suitability of the off-street parking facility will be considered in line with government guidance, specifically:
  - whether it is located on firm and level ground
  - whether the gradient is reasonable
  - whether there is space to enable the disabled driver to get into the car easily and safely
- Waiting restrictions (for example double/single yellow lines, clearways / bus stop clearways and school keep clear road markings) are already in place or have been proposed in the requested location.
- The request is within a Controlled Parking Zone.
- Access or visibility would be impaired by the parking bay.
- The road is not wide enough to allow the free flow of traffic when a vehicle is parked in the bay.
- The location is listed in the Highway Code as a place where vehicles should not be parked.
- The road has a speed limit over 30mph.
- The current number of disabled parking bays installed is higher than 10% of the total number of residential properties or 10% of the number of parking spaces in the street, whichever is higher i.e., 40 houses = maximum number of 4 Disabled Bays in that street.

If either the stage one or stage two criteria are not satisfied, then the request will be declined.

The process includes the assessments above, and the preparation of a traffic regulation order.

**PROPOSED INTRODUCTION OF DISABLED PERSONS' ON-STREET PARKING PLACE**  
**10 MONTGOMERY STREET – CRAVEN DISTRICT**

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

**LEGAL POWERS**

Under Section 1 of the Road Traffic Regulation Act 1984 the 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).

**REASONS FOR MAKING THE ORDER**

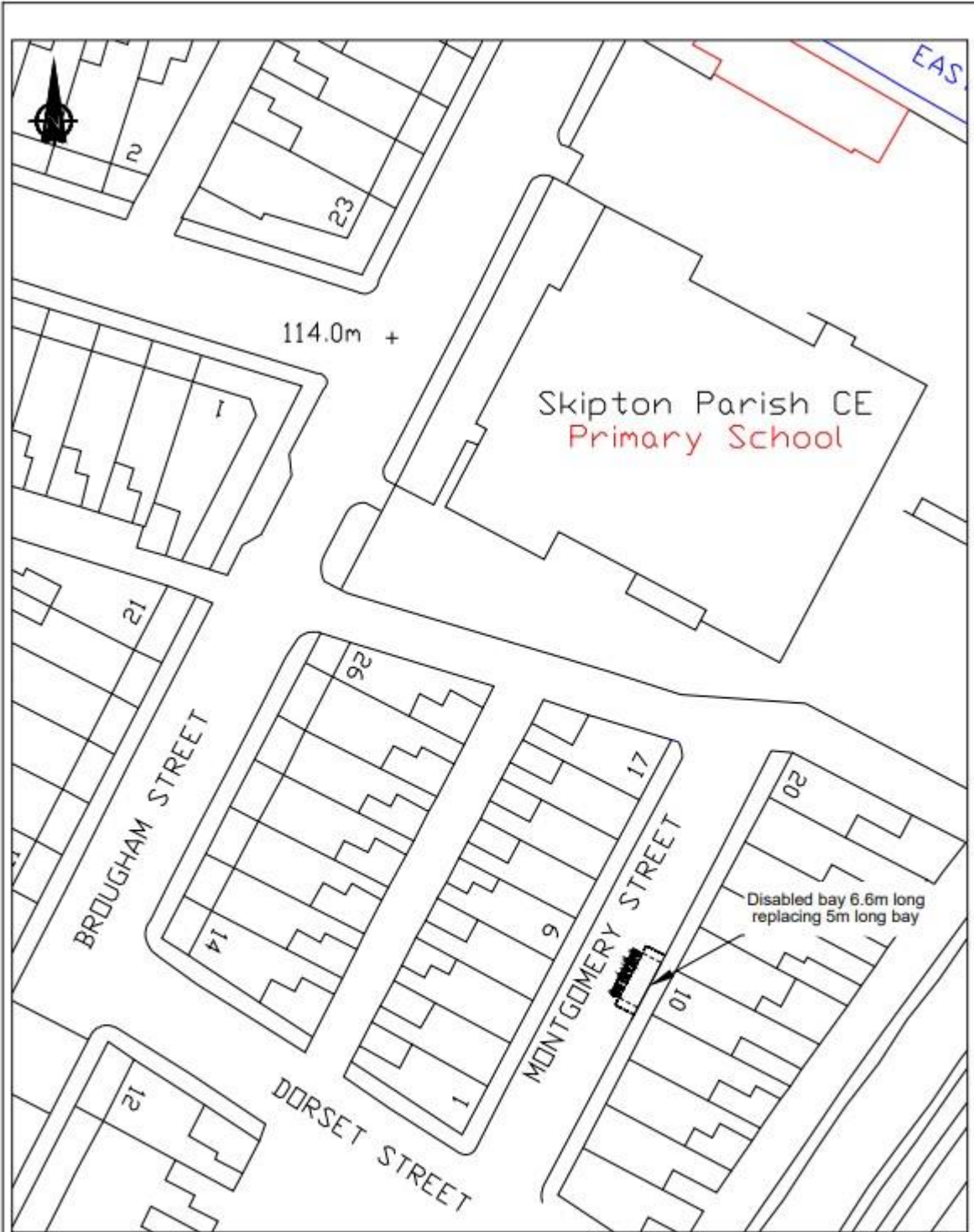
The Council considers that it is expedient to make this Order on grounds (a), (c) and (f) above for the following reasons:-

The resident at No.10 Montgomery Street, Skipton has requested the extension of an existing 5 metre long advisory residential disabled parking bay outside their property. The resident has been assessed under the eligibility and highway criteria set out by NYC and was deemed to meet the requirements for a residential disabled parking bay.

It is proposed to install a disabled persons bay road marking and associated signage at the location outlined below and shown on the relevant schedule and plans.

Note: The disabled bay must be a minimum of 6.6 metres in length to conform with The Department for Transport regulations.





<small>This drawing is based upon Ordnance Survey map information with the permission of the controller, H.M. Stationery Office                  © Crown Copyright, North Yorkshire County Council, 1997/1998 (2021)                  ORIGINAL DRAWING SIZE A4</small>	Drawn:	Date:	Project:	AREA NO.	North Yorkshire Council Environment Directorate Corporate Director: Karl Battersby
	DJ	DEC 2022	10, MONTGOMERY STREET, SKIPTON		
	Checked:	Date:	Drawing Title:		Rev:
Approved:	Date:	Scale:	Drawing No:		
		N.T.S.	A5/2022/Montgomery		



**Location(s) of Proposed Order(s)**

<b>Settlement</b>	<b>Road</b>	<b>Side</b>	<b>From</b>	<b>To</b>	<b>Restriction</b>
Skipton	Montgomery Street	East	A point 0.8 metres South of the boundary wall of No 8 and No 10 Montgomery Street	A point 6.6 metres North	Disabled Bay

**CONSIDERATION OF OBJECTIONS**

Under the Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Environment in consultation with the Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director – Environment and 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 - Environment 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 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 - Environment and the Executive Members seeking a decision on the consideration of the objections. The Corporate Director - Environment 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 - Environment 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 - Environment has delegated powers to make decisions on TROs where there are no objections.

<b>10 Montgomery Street, Skipton</b>		
<b>Responder</b>	<b>Issue raised (against)</b>	<b>Officer comments</b>
Resident.	<p>We live at REDACTED Montgomery Street and we wish to very clearly object to the proposal. Not the fact by law the space has to be a certain length (an increase on the current space) but the proposal to move the space closer to outside our property.</p> <p>The Legal Powers you have stated for being able to do this, albeit not one you are using to enforce is, 'b - for preventing damage to the road or to any building on or near the road'. Well it is that condition I am using to object to this proposal, as moving that space closer to our property all but ensures we're going to suffer damage.</p> <p>Firstly, because we have a drainage grate that runs from our house to the road, which following recent discussions with yourselves we have been told we are responsible for fixing if it is damaged. By moving the space closer that drainage grate, it increases the risk to it being damaged. I would just like to make it clear that the driver of the vehicle at Number REDACTED (REDACTED) has previously run over this grate causing me to report it, which is when I found out I am responsible for the repair (you'll be able to see our query on file).</p> <p>Secondly, we have reported the driving of REDACTED to the Police, as she mounts the curb to park closer to the property so it is easier to get REDACTED (who is the disabled person) into the house. This parking has put our property at risk and seen our own car damaged. The Police have agreed, based on the evidence provided, that Janet Brown drives without sue care and attention and they have been to speak to her to address this. By moving the space closer, you would be increasing the risk of her getting even closer to our property and causing serious damage and as this is our only living room, putting our 4 month old baby and my wife who is on maternity leave at risk, as this is the main room they use during the day.</p> <p>I have included some of the evidence the Police have seen, to illustrate the danger we constantly face.</p> <p>As such, I think you can probably see the stance we take to this proposal. The alternative solution if the space must increase, is either to move the space to the end of the street, or if it has to be outside the house, increase it on the side of Number REDACTED and not our side as they don't have a drainage grate as close as ours.</p> <p>However, I would also like to understand the reason why this is the area of focus and not a dropped curb. The Police believe the best solution to keep everyone safe, REDACTED and us, is to install a dropped curb.</p>	<p>Montgomery Street and other streets in the vicinity experience high demand for parking as a result of high-density terraced housing and the proximity to a school.</p> <p>The applicant meets all the stage 1 and stage 2 assessment criteria for the introduction of a residential disabled parking bay and officers therefore consider that there is no valid reason why the bay could not be extended at this time. Officer recommendation is that the disabled bay at Montgomery Street be extended as proposed and that the Director and Members note that this may impact upon parking opportunity for neighbouring residents. The RDPB will be available for use by all disabled badge holders.</p> <p>Whilst it is recognised that drivers will generally prefer to park outside their own home, it is important to recognise that this is not an automatic 'right'. It is not always possible and, in addition to local residents, other road users also have the right to park on any section of unrestricted public highway, providing they are not contravening the Highway Code.</p>

Resident.	<p>REDACTED struggles to reverse park, through competency and not the size of the space. As she reversed toward our house and not number REDACTED, it always puts us at risk. Both Number REDACTED and ourselves leave so much space for REDACTED (for fear of damage to our own cars), that I don't think this addresses the real issue.</p> <p>We want REDACTED to be safe coming and going from her house, but not at the expense of our own safety and that of our new-born baby, but the protection of our property.</p> <p>Why are you wasting taxpayer money on this farcical process!? These people do not need a bigger space, they need to be in a care home or bungalow and failing that, they need a dropped curb. Size isn't the problem. REDACTED keeps falling, just speak to the NHS or social services. You now have a duty of care to look into this in more depth.</p> <p>We totally object to this for the previous reasons and will now go further to say if this space comes in front of our property, we insist on bollards being placed to protect us from them driving through our house. I'm fed up with having to fix the grate on the pavement because they drive over it and we're sick of living in fear of them ploughing through our front room and potentially hurting us and our little baby.</p> <p>You should really move the disabled space to the end of the street where there is already a dropped curb just installed, for them I believe.</p> <p>Stop wasting our time and money and do the right thing. Understand the root cause and address it.</p> <p>I am 78 years old and I live at Number REDACTED. I am classified by the NHS as highly vulnerable due to an autoimmune problem which is a chronic, persistent disease affecting my lungs and therefore my breathing.</p> <p>Currently my car, essential to me, is parked two thirds in front of Number REDACTED. I don't have a disabled blue badge because there are already too many of those in Skipton. I park in front of next door's house, who has a van, because Number REDACTED has a disabled car park space and doesn't know how to drive into that space without causing havoc. People either side park their cars leaving as large a space as they can between theirs, and the car at Number REDACTED to avoid damage. Often Number REDACTED parks with two wheels onto the pavement and people with children have problems getting past.</p> <p>To make their car parking disabled space even bigger means that in our small street, they will have the space of three cars as we adjust to try to make allowances for their</p>	
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Resident.	<p>sketchy parking abilities. Number REDACTED then will park in front of me and I will have to walk further to get to mine which already affects my breathing.</p> <p>I want the people at Number REDACTED to feel safe, but I think driving lessons, or parking lessons, could help, would be cheaper and be less annoying to the rest of us in this busy little street next to a school.</p> <p>The current space is adequate for a car, even one significantly larger and longer than the one currently driven by the owners of Number REDACTED.</p> <p>We at Number REDACTED already give more space between our parked car and theirs because of their erratic and unstable parking. To protect our car we leave at least a full half-car parking space between ours and theirs. To extend that further would mean that we would be parking in front of Number REDACTED and not our house. That's legal we know, but annoying to others; and unnecessary if the driver at Number REDACTED were able to navigate a car safely.</p> <p>While we appreciate that persons with disabilities need care and attention, we already do that as neighbours and have not complained when the driver parks her vehicle not only in their disabled space, but with two wheels on the pavement to enable the disabled person to step straight onto the pavement. This procedure inhibits people with pushchairs walking along the pavement to the school. We pointed this out to the owners of Number REDACTED but it seems that it's necessary, they say, for the disabled person's safety. It would be better to drop the curb and have a smooth slope between pavement and road, or to provide the disabled person with some kind of small ramp put between the gutter and the kerb.</p> <p>Montgomery Street is a small street, but one that gets heavy traffic due to the school. Some teachers park, quite legally, in our street as do delivery and workers accessing the school. This puts a lot of pressure on residents and we don't complain about that. But to reduce the spaces further by extending an adequate and servicable existing disabled car parking space is frankly pushing it.</p>	
Resident.	<p>We object therefore to the extension and suggest instead a dropped curb outside number REDACTED and a free driving instructor who can work with the owner to enable better parking from her into the disabled space she currently has.</p> <p>We write regarding the proposed disabled persons on-street parking place at REDACTED, Montgomery Street, Skipton</p>	

<p>Resident.</p>	<p>We would like to register our objection to the length of the parking place proposed on the following points</p> <ol style="list-style-type: none"> <li>1. On street parking is already at a premium and an extra 1.6 meters on top of the disabled bay space already allocated, making the new bay approximately 21 feet long we feel is excessive and unnecessary.</li> <li>2 .We are situated next to Parish Church Primary School and already have parking issues due to staff parking all day and parents believing Montgomery Street is a car park for the school.</li> <li>3. We suspect a larger disabled bay has been requested due to the fact that this resident has difficulty parallel parking, constantly over- revving her engine and parking on the pavement. If parked properly, there is adequate space in the existing bay. (see attached photo) this raises questions about the resident's lack of driving skills, not the space available.</li> </ol> <p>In conclusion, we feel the current disabled bay is already big enough, and suggest the driver needs to learn the skills to park properly</p> <p>I am objecting to the proposal to increase the size of the disabled parking space outside no. REDACTED on the strongest of terms. She already has a 5 metre space, she has an estate car and it easily fits within her 5 metres. If she needs more space, then she is an unfit driver and should not be on the road. The disabled person is not the driver - the disabled person sits in the passenger seat, she may have reduced movement but so does my husband who also has a disabled parking blue badge, and he doesn't need more room.</p> <p>Extending the size of the disabled space will affect everyone in the street. We struggle to park outside our own houses already as there is insufficient space for everyone - an electric car cannot be charged if it is not outside our own home, and I think to even CONSIDER this request is extremely inconsiderate of the council towards the rest of us - do we not matter because we're not disabled?</p>	
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Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Environment		
Service area	Highways and Transportation		
Proposal being screened	Traffic Regulation Order – Proposed extension of existing Residential Disabled Parking Bay, * Montgomery Street, Skipton		
Officer(s) carrying out screening	David Jones		
What are you proposing to do?	Extension of an existing advisory residential disabled parking bay (RDPB) at 10 Montgomery Street, Skipton		
Why are you proposing this? What are the desired outcomes?	An eligible resident has applied for the extension of an existing advisory RDPB outside their property to make it 6.6 metres long in accordance with the current Regulations going through the application process set out by NYC.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p><b>Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics?</b></p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>If for any characteristic it is considered that there is likely to be 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 directorate representative for advice if you are in any doubt.</b></p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		No	
Disability		No	
Sex		No	
Race		No	
Sexual orientation		No	
Gender reassignment		No	
Religion or belief		No	
Pregnancy or maternity		No	
Marriage or civil partnership		No	
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		No	
Are from the armed forces community		No	



## Appendix B

<p><b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (for example, disabled people's access to public transport)? Please give details.</p>	None known.			
<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>	No impact			
<p><b>Decision (Please tick one option)</b></p>	EIA not relevant or proportionate:	✓	Continue to full EIA:	
<p><b>Reason for decision</b></p>	<p>The proposed extension of the disabled parking bay will be a benefit to those with blue badges at the location. The loss of the space may have a negative impact on the nearby residents some of whom may have protected characteristic such as older people and families with young children.</p> <p>However the applicant has met all the criteria for a disabled bay. NYC have a specific duty to have due regard to the needs of disabled people and hence not implementing the bay would appear to go against this duty.</p> <p>Whilst it is recognised that drivers will generally prefer to park outside their own home, it is important to recognise that this is not an automatic 'right'. It is not always possible and, in addition to local residents, other road users also have the right to park on any section of unrestricted public highway, providing they are not contravening the Highway Code.</p> <p>On balance, the proposed RDPB will have no negative impact on people with protected characteristics (or NYCs additional characteristics) and will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004</p>			
<p><b>Signed (Assistant Director or equivalent)</b></p>				
<p><b>Date</b></p>				

**Initial Climate Change Impact Assessment (Form created August 2021)**

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

<b>Title of proposal</b>	10 Montgomery Street, Skipton disabled bay
<b>Brief description of proposal</b>	To extend an existing advisory disabled bay at the above location to 6.6 metres long meet the current minimum requirements set out by the DfT.
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Highways &amp; Transportation</b>
<b>Lead officer</b>	<b>David Jones</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>David Jones – Project Engineer Area 5 Skipton Highways Office</b>

## Appendix E

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

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

<b>Decision (Please tick one option)</b>	Full CCIA not relevant or proportionate:	x	Continue to full CCIA:	
<b>Reason for decision</b>	All the above factors are likely to have no impact from the installation of the residential disabled parking bay. There will be a positive impact for the applicant of the disabled bay and other blue badge holders who could use the bay.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	16/01/24			