

# North Yorkshire Council

## Environment Executive Members

22 February 2024

### Proposed Introduction of Waiting Restrictions Main Street Welburn

#### 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 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 or not the proposal for parking restrictions at Main Street, Welburn be introduced or set aside in light of the objection received.

#### **2.0 Background**

- 2.1 The C91 Main Street provides the route through the village of Welburn linking to the A64 to the east. There are presently no waiting restrictions along Main Street.
- 2.2 The proposals are in response to a request made by the Parish Council. On road parking in Welburn has been an identified issue for previous Parish Councils over a number of years. The contributing factor to the on-road parking are tourists, those stopping to use the village services and residents without the benefit of off-road parking. The on-road parking can cause issues in the village interrupting the free flow of traffic and impeding access/egress from side road junctions.
- 2.3 The Parish Council was keen to see the introduction of some waiting restrictions in order to address the issues but at the same time acknowledged that a level of on-road parking had to be maintained for visitors and residents. Your officer understands the Parish Council engaged extensively with residents over parking restrictions, including drop-in sessions in the Village Hall, plans shared on the village Facebook page and asking for feedback by email.
- 2.4 The Parish Council recognised that any parking restrictions would have a significant impact on the village and plans were adapted as feedback was received. The final scheme presented in Appendix A was voted by the Parish Council to progress. This would introduce waiting restrictions around the junctions with Water Lane and Church Lane. Additionally, waiting restrictions would be introduced in the centre of the village on the southern side of the road where a significant amount of on-road parking occurs adjacent to the Shop/Café (Dogh) and Public House.

### **3.0 Consultation**

- 3.1 The proposal has been subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Order (TRO) was advertised for public comment in the local press, published on North Yorkshire Council's website and by means of a legal notice placed on the relevant street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations.
- 3.2 The TRO was advertised for public comment on 4 October 2023 as follows: North Yorkshire Council (Prohibition of Waiting and Loading and Provision of Parking) (Amendment) Order 2023. The last date for receipt of objections was 27 October 2023.
- 3.3 The process for the consideration of objections to Traffic Regulation Orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Constituency Committee is changed to a consultative role on 'wide area impact TROs'.

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

- 4.1 There were a total of 10 responses, one commenting generally and nine objecting to the proposal, four of these objections were received 12 days after the closing date.
- 4.2 The objections were centred around the introduction of waiting restrictions in the centre of the village.
- 4.3 All the objections received are summarised in Appendix B with your officers' comments.

### **5.0 Local Member Comments**

- 5.1 Local Member Councillor Caroline Goodrick the Ward Member representing Sheriff Hutton & Derwent division) was contacted during and after the consultation on her views to the proposals. Cllr Goodrick is supportive of the proposals.

### **6.0 Alternative Options Considered**

- 6.1 The alternative option would be to just introduce waiting restrictions around the junctions with Water Lane and Church Lane.

### **7.0 Financial Implications**

- 7.1 The cost of advertising the Traffic Regulation Order and installing the road markings is estimated at approximately £250 which will be funded from the local highways (Signs Lines and TROs) budget.

### **8.0 Legal Implications**

- 8.1 In the event that the Corporate Director of Environment and Executive Member for Highways and Transportation resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press before the Order comes into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.

- 8.2 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.
- 8.3 The proposals are wholly within the village of Welburn, therefore this would not be classed as a wide area impact TRO.
- 8.4 In the event that the Corporate Director of Environment and Executive Member for Highways and Transportation resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press before the Order comes into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 8.5 In the event that the Executive Member for Highways and Transportation resolves 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.
- 8.6 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.
- 8.7 In recommending the implementation of the proposed TRO, officers consider that it will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004.
- 8.8 Statement of Reasons attached at Appendix C.
- 9.0 Public Inquiry Implications**
- 9.1 Consideration has been given to the requirement to cause a public inquiry to be held with regard to objections received.
- 9.2 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 the Act.

9.3 The proposal does not include the prohibition of loading or unloading and as such the Council does not consider there is a requirement to cause a public inquiry to be held. Loading and unloading is currently permitted on double yellow lines in the area, in accordance with the Highway Code.

## **10.0 Equalities Implications**

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

## **11.0 Climate Change Implications**

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

## **12.0 Reasons For Recommendations**

12.1 It is considered that the Parish Council has been diligent in its approach and has considered the impact parking restrictions would have on all areas of the village. Indeed, initial plans which included much wider parking restrictions along the North side of Main Street were withdrawn in order to keep on street parking for visitors to both the village shop/café (Dogh) and the Public House. The proposals as submitted by the Parish Council are fair, measured and have been produced following a thorough and diligent consultation.

12.2 The objectors mainly support restrictions around the junctions of Water Lane/Church Lane with Main Street as parking at those locations restricts the view of road users. This same argument can be applied to the junctions within the proposed restriction ie the service road to the café/shop/dwellings and the public house. Exiting these junctions can be an issue if vehicles are parked close or opposite. It is appropriate that the principle of protecting sight lines at junctions is consistent for all junctions in the village.

12.3 Whilst there is a comment by the objectors that the road in the centre of the village is at its widest, it is at this very same place that parking on either side of the road reduces traffic flow to one way only as when vehicles are parked on both sides the road it is not wide enough for opposing traffic to pass.

12.4 It is considered that the proposals are proportionate and still leave adequate on street parking throughout the village for visitors to facilities and the wider surroundings.

## **13.0 Recommendation(s)**

13.1 The results of the consultation exercise are noted. It is recommended that:

- i) the Corporate Director of Environment, in consultation with the Environment Executive Member for Highways and Transportation, approves the introduction of No Waiting at any time as advertised and as shown in the Plan contained in Appendix A;
- ii) the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment and Environment Executive Member in light of the objections received and that the objectors are notified within 14 days of the order being made.

**Appendices:**

Appendix A - Plan of proposed scheme.

Appendix B - Details of objections

Appendix C - Statement of Reasons

Appendix D - Equalities Impact screening form

Appendix E - Climate Change Assessment screening form

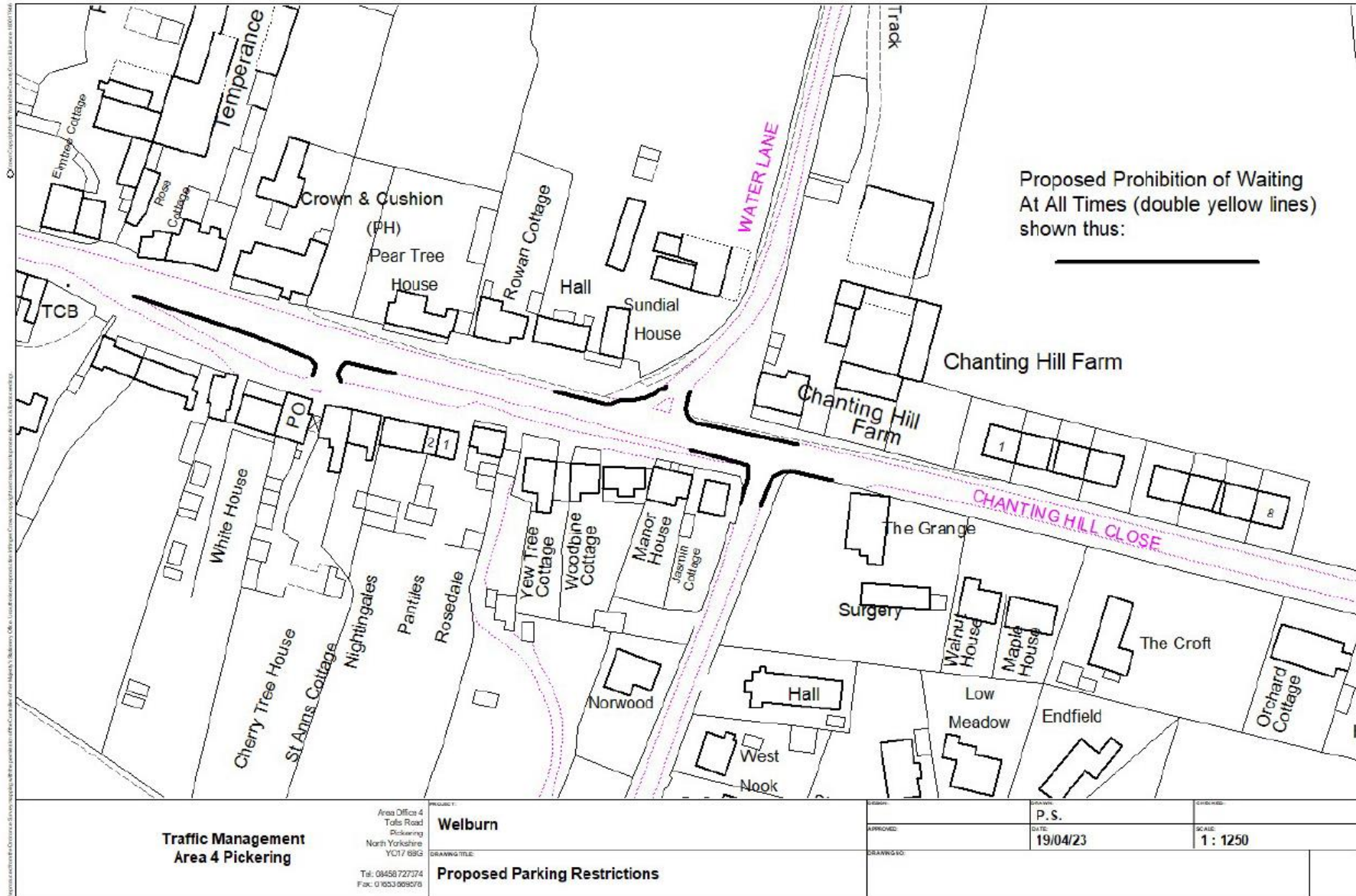
BACKGROUND DOCUMENTS: Emails/letters of objections received are held by the Kirby Misperton Area 4 Highways Office.

BARRIE MASON

Assistant Director – Highways & Transportation, Parking Services, Street Scene, Parks & Grounds

22 February 2024

Report Author and Presenter – Tim Coyne - Improvement Manager



Objector	Reason for Objection	Officers Response
1	<ul style="list-style-type: none"> <li>• This part of the road through the village is actually the widest part, so cars are able to pass each other, even when cars are parked there.</li>   <li>• The shop/cafe needs parking space for their customers to be viable. Our staff regularly use the shop/cafe for breakfast, lunch and other vital necessities as this is the only shop in our area, without having to travel to Malton. We are located in the Parish but on the other side of the A64, which means we have to use our cars to travel to the shop and therefore need to be able to park there. Same applies for villagers living in Crambeck, Holmes Crescent and Greets House Road.</li> </ul>	<ul style="list-style-type: none"> <li>• The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic.</li>   <li>• Based on the recommended length of end to end parking spaces the restriction will remove approximately 10 parking spaces from the centre of the village. It is considered that these could be accommodated elsewhere along Main Street without causing an issue. 800m is regularly quoted as an acceptable maximum walking distance to services. From the western end and eastern end of the villages built up area it is approximately 350m and 300m respectively to the village centre. As such it is not considered that walking to the to the shop/café from elsewhere in the village, if parking is not available directly outside, can be considered an issue.</li> </ul>
2	<ul style="list-style-type: none"> <li>• As a visitor to Welburn for over 25years I have never found the parking to cause any obstructions. There is enough space for lorries &amp; emergency services to get through. I also believe that if you apply limited parking along that part of the road then people will just park in other areas of the village probably causing more problems in the width of the road plus obstructions to driveways &amp; junctions or in front elderly people houses where notices are already placed asking people not to park there. Welburn is a place of outstanding beauty &amp; is bound to (and always has) attracted tourists &amp; visitors. There is no parking apart from on streets but</li> </ul>	<ul style="list-style-type: none"> <li>• The parking issue was identified and raised by the Parish Council.</li> <li>• Approximately 10 parking spaces will be lost in the village centre and it is not considered that accommodating them elsewhere in the village would be an issue but parking will continue to be monitored.</li> </ul>

	<p>currently people park with thought &amp; courtesy to the people that live there.</p>	
<p>3</p>	<ul style="list-style-type: none"> <li>• Yellow lines are proposed for a village in an area of outstanding natural beauty – Surely, this would spoil the aesthetics of the village.</li> <li>• Yellow lines will increase cars speeding through the village. Currently cars parked on both sides of the road are a deterrent for speeding cars.</li> <li>• I think that this could be detrimental and cause more accidents.</li> <li>• When there are major accidents on the A64, traffic is often diverted through welburn – Yellow lines would ensure that cars can drive faster in the village</li> <li>• The proposed yellow lines are in the centre of the village. This is also the widest part of the road in the village where even with cars parking on both sides, a single line of traffic passes through. With lines on one side, traffic would flow both ways at greater speed. Parking both sides, naturally slows down traffic.</li> <li>• The proposed restriction of parking, could possibly affect the small independently owned business Dogh, which is situated in the centre of the village. They rely on external customers from local businesses who come to buy lunch and platters, dog walkers and walkers, this proposal will restrict parking with no alternative provided.</li> <li>• The proposed yellow lines will almost certainly cause people to park further up the road or down side roads, where the street is narrower, causing even more obstructions. It's already tight sometimes driving though the village particularly at school pick up times</li> </ul>	<ul style="list-style-type: none"> <li>• The narrower less obtrusive lines would be provided.</li> <li>• Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds but this can be monitored.</li> <li>• There is no evidence to support that introducing waiting restrictions will cause collisions.</li> <li>• Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds but this can be monitored.</li> <li>• The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic.</li> <li>• Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business.</li> <li>• It is not considered that accommodating parked vehicles elsewhere in the village would be an issue but parking will continue to be monitored.</li> </ul>



	<ul style="list-style-type: none"> <li>I think that there could be other traffic calming measures such as speed lights informing drivers of their speed when entering the village.</li> </ul>	<ul style="list-style-type: none"> <li>It is not a traffic calming scheme</li> </ul>
4	<ul style="list-style-type: none"> <li>The current parking on both sides of the road in the centre of the village (between The Crown and Cushion and Dogh) provides a natural speed deterrent through the village. As a rural area with many walkers, cyclists and elderly people in the village, this currently provides some relief from cars speeding down the country lanes. If parking restrictions were placed in this area this could become a safety concern for the village, as we are all aware that small country back roads attract speeding due to lack of cameras or policing more often than not.</li> <li>The proposed area of lines outside of Dogh will surely impact our business at the café, as many of our patrons park close by to call into the café for takeaway and to use the shop. In addition, some patrons are elderly and cannot be expected to walk the long distances from the unmarked roads to use the café. If all other on street parking in the village is already full due to walkers and people who live in the village, we will lose customers who will not be able to stop in the village. The lines will also impact our ability to receive deliveries at the café without causing obstruction to others in the village</li> <li>The areas where the lines are proposed mostly covers the widest part of the village, this will surely push traffic down into the narrower lanes and closer to the school. These areas are already problematic for parking as they cannot facilitate large volumes of vehicles and often force people to park on the paths or grass. Preventing the parking at the widest section of the village will surely cause a real safety risk on the smaller lanes</li> </ul>	<ul style="list-style-type: none"> <li>Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds but this can be monitored</li> <li>Based on acceptable walking distances it is not considered that not being able to park directly outside Dogh will affect the business. Should delivery vehicles not be able to access the service road outside Dogh or find a parking space directly opposite, it is allowable to park on double yellow lines for a limited period of time for the purposes of loading/unloading.</li> <li>The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic.</li> </ul>
5	<ul style="list-style-type: none"> <li>This is one of the wider parts of the street through the village and even with cars parked at this point the passage of all traffic is possible.</li> </ul>	<ul style="list-style-type: none"> <li>The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is</li> </ul>

	<ul style="list-style-type: none"> <li>• Putting double Yellow lines at this point may result due to the width of the road in increased traffic speed which is not desirable particularly outside the pub and shop</li> <li>• This is a very convenient spot to stop to collect food and goods from the shop. We frequently stop here to collect bread and other food as do so many people. Not having this parking space could impact seriously on the shops viability which would be very very detrimental to the village.</li> <li>• Putting double yellow lines outside the shop would almost certainly cause patrons to park on the service road directly outside the shop causing annoyance to residents who may have to wait for patrons to leave or egress from the other ends of the service road.</li> <li>• This is detrimental to the viability of the shop and the village, and the public who enjoy the shop and café.</li> </ul>	<p>only enough road space to allow a single flow of traffic.</p> <ul style="list-style-type: none"> <li>• Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds but this can be monitored</li> <li>• Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business.</li> <li>• There is nothing to suggest vehicles would park on the service road to the adjacent properties but parking will be monitored.</li> <li>• Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business.</li> </ul>
6	<ul style="list-style-type: none"> <li>• I cannot perceive any point in having them in front of the shop. There is certainly plenty of space to park and allow the flow of traffic sensibly.</li> <li>• I believe it would have a detrimental impact on the village shop however and I can only assume that this is the petty reason behind it. That is how it appears to a newcomer to the area such as myself.</li> </ul>	<ul style="list-style-type: none"> <li>• The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic.</li> <li>• Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business.</li> </ul>

<p>7</p>	<ul style="list-style-type: none"> <li>• This restriction is in my opinion unnecessary and is discriminatory to the shop and its trade Welburn is situated on the first link road from Malton and therefore many people use this road as access to other villages, some do stop and use the village shop and its facilities. A restriction on parking would prevent this when the shop is busy the waiting time can be more than the regulation 2 minutes allow for loading on double yellow lines.</li> <li>• Welburn shop is not a straight forward ordinary shop, it has had to diversify over time and currently has a café and a takeaway service as well as tables both inside and outside. Food is cooked to order, this means that people can be waiting up to 15 minutes for their takeaway to be ready, as it would be an offence to park on double yellow lines for such a time those availing themselves of this service would in all likelihood park on the access road. My walking is a little restricted , I would find that I had to do this.</li> <li>• Welburn is a popular village for walkers, walking is encouraged by the ANOB who have produced a leaflet ‘walks from Welburn’ in order to attract people to the area. These people come in their cars, park in the village street before setting off on their walk,. The village street does at times become full of parked cars mainly on the north side, quite often from the Welburn village sign. These cars do not pose any problem in my estimation, we should be encouraging people to come into the countryside. However on completion of their walk many walkers like to enjoy refreshments at either the pub or the shop</li> <li>• If the proposed restrictions are passed then those who choose to use the shop will have walk a further distance from and back to their cars many will not do so reducing trade to the shop</li> <li>• I think that some thought needs to be given to the costs of enforcement of any proposed restrictions, who is going to undertake this and at what</li> </ul>	<ul style="list-style-type: none"> <li>• Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business.</li> <li>• There is no evidence to suggest parking on the service road will occur, but parking can be monitored.</li> <li>• The parking issue was identified and raised by the Parish Council</li> <li>• Based on acceptable walking distances it is not considered that not been able to park directly outside Dogh will affect the business.</li> </ul>
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## Appendix B

	<p>cost. Will the parish council have to pay for the cost of enforcement or will it be North Yorkshire who bears the cost. Given the amount of complaints regarding the village shop placing tables on the village green (for which I believe it had planning permission) generated by a small number of individuals in the past , I feel sure that there will be a similar number of complaints from the same persons regarding vehicles parking for more than the regulation time in the restricted area. Investigating these will be at a cost either to Welburn Parish council or to North Yorks CC</p> <ul style="list-style-type: none"> <li>• I am a farmer and have lived in Welburn parish for over 60 years, I try to avoid travelling through Welburn with farm machinery where possible, sometimes it is unavoidable. The place where the street is at it narrowest is just after the telephone box travelling towards Bulmer it is here that restrictions should be placed rather than outside the village shop</li> </ul>	<ul style="list-style-type: none"> <li>• North Yorkshire Councils Parking Services Team will be responsible for monitoring as they do elsewhere in the County.</li> <li>• The location was identified as an issue by the Parish Council. It is considered waiting restrictions at this location will improve vehicle flow. Also, they would improve manoeuvrability from the adjacent pub car park and the private road serving Dogh and the adjacent dwellings.</li> </ul>
8	<ul style="list-style-type: none"> <li>• Proposals will move the issue to the west of the village.</li> </ul>	<ul style="list-style-type: none"> <li>• Parking will continue to be monitored</li> </ul>
9	<ul style="list-style-type: none"> <li>• In the centre of the village where the pub and café are located the road is wide enough for cars to park on both sides of the road and still allow the passage of larger vehicles such as buses, tractors &amp; combine harvesters. This is no more restrictive than the narrower parts of the village where people park on the footpath. I understand that the vehicles cannot pass through quickly, but surely that is an advantage? With parking both sides, as long as one vehicle can pass through at a time, then this acts as a natural speed calming feature.</li> <li>• Having lines one or both sides will likely lead to speeding vehicles which is more of a safety issue than the inconvenience of parked vehicles. Parked vehicles do act as a speed restrictor.</li> <li>• Additionally, restricting parking in this area of the village is likely to increase parking in other places: Church Lane; the service road; near the</li> </ul>	<ul style="list-style-type: none"> <li>• The width of road varies through the village. This is one of the wider sections and leads to motorists parking on both sides of the road. However, when this occurs there is only enough road space to allow a single flow of traffic.</li> <li>• Cars will still be parked on one side of the road which will narrow the road sufficiently to slow speeds, but this can be monitored</li> <li>• It is not considered that accommodating parked vehicles elsewhere in the village</li> </ul>

	<p>school (which is surely more important); &amp; towards Chestnut Avenue. Shifting the problem will only make it more awkward for people who live in these areas and don't have any off-road parking themselves. We ourselves live along the service road and although it's convenient for us to park outside our house, I don't believe that we have any more right to park there than anybody else. We are lucky enough to have some alternative parking, but how would it work for those who don't?</p> <ul style="list-style-type: none"> <li>• Looking at the plans, it would appear that theoretically, parking would be possible down both sides of Water Lane, both sides of Church Lane, both sides of Chanting Hill close, and both sides of the road outside Rowan Cottage. I don't think this would allow anything wider than a tricycle to pass through.</li> <li>• Finally, having an interest in the café, I wonder how we will be able to receive some of our deliveries which come in a 7.5 tonne vehicle? These vehicles are too big for the service road. If the proposals go ahead and cars are parked on the road outside the Crown &amp; Cushion with yellow lines on the opposite side of the road, where will these delivery vehicles park? – They have 20kg. bags of sugar amongst many other items.</li> <li>• Personally, I would suspect that highways money is better spent on repairing potholes than painting lines (If it is the same budget?), or alternative traffic calming measures such as village gateways.</li> </ul>	<p>would be an issue but parking will continue to be monitored.</p> <ul style="list-style-type: none"> <li>• In theory this can occur presently, but drivers have a responsibility to park with due care and attention so as not to cause an inconvenience to others</li> <li>• Should delivery vehicles not be able to access the service road outside Dogh or find a parking space directly opposite, it is allowable to park on double yellow lines for a limited period of time for the purposes of loading/unloading.</li> <li>• The proposal is not a maintenance of traffic calming scheme.</li> </ul>
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**PROPOSED INTRODUCTION OF WAITING RESTRICTIONS AT WELBURN**

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

**LEGAL POWERS AND DUTIES**

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

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

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

**REASONS FOR MAKING THE ORDER**

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

**Location(s) of Proposed Order**

<b>Item</b>	<b>Road</b>	<b>Side</b>	<b>Length</b>
1.	Main Street	South	From a point 19 metres east of the centreline of its junction with Church Lane, to a point 19 metres west of the centreline of its junction with Church Lane.
2.	Main Street	North	From a point 36 metres east of the centreline of its junction with Water Lane, to a point 29 metres west of the centreline of its junction with Water Lane.

Item	Road	Side	Length
3.	Main Street	South	From a point 98 metres west of the centreline of its junction with Church Lane, to a point 169 metres west of the centreline of its junction with Church Lane.
4.	Church Lane	Both	From its junction with Main Street, to a point 14 metres south of the centreline of its junction with Main Street.
6.	Water Lane	Both	From its junction with Main Street, to a point 11 metres north of the centreline of its junction with Main Street.

### **CONSIDERATION OF OBJECTIONS**

Under the Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director of Environment in consultation with the Environmental Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director of Environment and the Environmental 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 of 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 County Councillor

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director of Environment and the Environmental Executive Members seeking a decision on the consideration of the objections. The Corporate Director of 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 of 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 of Environment has delegated powers to make decisions on TROs where there are no objections.

<b>Initial equality impact assessment screening form</b>			
<b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b>			
<b>Directorate</b>	Environment		
<b>Service area</b>	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds		
<b>Proposal being screened</b>	Proposed waiting restrictions, Main Street, Welburn		
<b>Officer(s) carrying out screening</b>	Tim Coyne		
<b>What are you proposing to do?</b>	Introduction of no waiting at any time restrictions at locations on Main Street, Welburn		
<b>Why are you proposing this? What are the desired outcomes?</b>	To improve the flow of traffic and safety and manoeuvrability at junctions.		
<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 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
	No	Yes	
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>NYCC 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.	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>	The reduced scheme should not create significant negative impacts on people with protected characteristics.			
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason			
<b>Date</b>	05/02/2024			

**Climate change impact assessment**

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

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

If you have any additional queries which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

**Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:**  
 Planning Permission  
 Environmental Impact Assessment  
 Strategic Environmental Assessment

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

Please contact [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk) for advice.

<b>Title of proposal</b>	<b>Proposed waiting restrictions, Main Street, Welburn</b>
<b>Brief description of proposal</b>	<b>Introduction of no waiting at any time restrictions on Main Street, Welburn</b>
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Tim Coyne</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>None</b>
<b>Date impact assessment started</b>	<b>30/01/2024</b>

**Options appraisal**

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

None. It is considered that the proposed restrictions will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

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

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

The cost of advertising the Traffic Regulation Order and installing the road markings will be funded from the local highways (Signs Lines and TROs) budget.

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 relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	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				
Minimise <b>waste</b> : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			X				
Reduce <b>water</b> consumption			X				
Minimise <b>pollution</b> (including air, land, water, light and noise)			X				

<p><b>How will this proposal impact on the environment?</b></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 relevant)</p>	<p><b>No impact</b> (Place a X in the box below where relevant)</p>	<p><b>Negative impact</b> (Place a X in the box below where relevant)</p>	<p><b>Explain why will it have this effect and over what timescale?</b></p> <p><b>Where possible/relevant please include:</b></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><b>Explain how you plan to mitigate any negative impacts.</b></p>	<p><b>Explain how you plan to improve any positive outcomes as far as possible.</b></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>Enhance <b>conservation</b> and wildlife</p>		<p><b>X</b></p>				
<p>Safeguard the distinctive characteristics, features and special qualities of <b>North Yorkshire’s landscape</b></p>		<p><b>X</b></p>				
<p>Other (please state below)</p>		<p><b>x</b></p>				

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

N/A

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

The proposed waiting restrictions order will require the installation of new road markings (Double yellow lines) but will not otherwise have an impact on the Environment. However, steps will be taken to ensure that construction emissions are reduced as far as possible.

**Sign off section**

This climate change impact assessment was completed by:

<b>Name</b>	<b>Tim Coyne</b>
<b>Job title</b>	<b>Improvement Manager</b>
<b>Service area</b>	<b>Highways &amp; Transportation</b>
<b>Directorate</b>	<b>Environment</b>
<b>Signature</b>	
<b>Completion date</b>	<b>30/01/2024</b>

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

**Date:** 05/02/2024