

North Yorkshire Council

Environment Executive Members

13 May 2024

High Street, Hinderwell, proposed waiting restrictions

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 of Environment in consultation with Executive Member for Highways and Transportation of the outcome of a Statutory consultation which proposed changes to waiting restrictions,
- ii) for a decision to be made on whether to implement the changes, in view of the comments received.

2.0 BACKGROUND

- 2.1 A consultation proposing several lengths of 'no waiting at any time' restriction on A174 High Street Hinderwell took place between February and May 2022. The result of that consultation was considered at your meeting on 24 November 2023. Whilst that report recommended that only one short length of 'no waiting at any time' restriction should be implemented, there was some concern expressed at the meeting, partly because commentators / objectors had not been able to access copies of the revised proposals before the meeting and that it was felt that more information was required to fully weigh up the road safety benefits against the proposed loss of on-street parking places.
- 2.2 The decision made on 24 November 2023 was that further consultation with frontagers was necessary to ensure there was greater clarity around what was now being proposed, particularly the effect on on-street parking. Due to the Statutory process for Traffic Regulation Orders, it was necessary to carry out a further round of publicly advertised formal consultation.
- 2.3 At the narrowest point of the A174 High Street, between numbers 40 and 46, due to the number of parked vehicles, two-way traffic is often not feasible, and vehicles frequently have to wait for on-coming traffic to clear before proceeding. This can result in vehicles travelling on the footway if drivers are not prepared to wait, increasing the risks for pedestrians walking along the footway on the northern side of the road. The red line in Appendix A indicates the area of footway vehicles are being driven on when drivers are not prepared to wait for oncoming traffic to clear. The yellow line indicates where the proposed new 24m length of 'no waiting at any time' restriction would be.

- 2.4 A one-hour survey was carried out by the local highway staff between 8:15am and 9:15am on 14 December 2023 to count;
- the number of vehicles that needed to give way to allow vehicles through from the opposite direction
 - the number of pedestrians
 - if any vehicles were being driven over the footway.
- 2.5 A total of 198 vehicles passed through this stretch of A174 during the one-hour survey period, in both directions. 46 vehicles (23%) had to give way to oncoming traffic due to the narrowness of the road caused by parked vehicles. Two of these vehicles were driven over the footway at the vehicle entrance to The Badger Hounds public house, in order for the vehicles to proceed when another vehicle was approaching them. Fortunately, no pedestrians were on the footway when the vehicles were being driven over it.
- 2.6 With regards to pedestrian movements during the one-hour survey, 28 were observed. Six of these were on the north side of the road, which is the side where the vehicles were being driven over the footway. Three were children and two were using wheelchairs.
- 2.7 The fact that during a random 'snapshot' one hour survey, two instances of vehicles being driven over the footway were observed, indicates that vehicles being driven over the footway is likely to be a commonplace occurrence at this location.
- 2.8 An image is included in Appendix A to help demonstrate the issues that the parked vehicles cause.

3.0 PROPOSALS

- 3.1 The consultation proposals are shown in Appendix B. The proposed parking restriction is located approximately 30 metres northwest from the narrowest point on the A174, opposite The Badger Hounds PH.
- 3.2 It is intended that this parking restriction will be used as a passing place which, in turn, is expected to reduce the likelihood of vehicles being driven on the footway at the narrowest section. As the proposals are located in front of an existing access, if approved, this would result in the loss of two car lengths of parking.
- 3.3 As referenced in 2.1 above, the original proposals advertised in 2022 were for several lengths of 'no waiting at any time' restriction on Hinderwell Road. Due to the responses received during the 2022 consultation, the proposals were reduced to only one length of restriction opposite the Badger Hounds public house, as this is the minimum length of new restriction that is required to create a passing place to reduce the risk of vehicles being driven on the footway adjacent the Badger Hounds car park.

4.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 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 B includes a copy of the letter dated 01 February 2024, plan and questionnaire that were sent out as part of the consultations process. The proposals were advertised in the Whitby Gazette on 08 February 2024. 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 05 March 2024. The proposals were hand delivered or e-mailed to approximately 200 properties.

- 4.2 There were a total of 23 responses, 12 commenting that they are generally in support, 10 responses commenting that they are generally against the proposals and 1 pointing out positives and negatives of the proposal.
- 4.3 The comments received have been summarised into different themes which are shown below.

Issue raised	Numbers of responses raising the same concern	Officer comments
Not enough spaces for residents and customers of local businesses to park. Additional parking facilities should be provided.	7	<p>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 length of proposed 'no waiting at any time' limited to a length originally requested by the Parish Council.</p> <p>The suggestion to provide additional off-street parking facilities is outside the remit of this consultation.</p>
Parked vehicles act as traffic calming. Inappropriate speed is the main issue.	3	<p>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 reduced speeds and many drivers being forced into a "give and take" situation, especially for larger vehicles such as the buses. This report recommends a minimal scheme which would provide an additional passing place, which should contribute to a direct</p>

<p>The proposals will move parking onto other areas of the High Street</p>	<p>3</p>	<p>reduction in the number of times drivers drive over the footway.</p>
<p>Suggest an alternative method for stopping driving over kerbs or traffic calming methods.</p>	<p>3</p>	<p>Yes. However, the present proposals, would only remove two car lengths of parking.</p>
<p>A waste of resources and there isn't a problem to address.</p>	<p>3</p>	<p>This has been thoroughly considered but it is not practical. The existing pair of reflective bollards outside the Badger Hounds PH appears to have been effective. The installation of these were funded by the Parish Council but 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 kerbline to avoid vehicles clipping them whilst also leaving sufficient room to maintain a footway width for wheelchairs.</p> <p>Raising the kerbline to deter driving on it would also need the footway raising, this would not be practical as there are long sections of dropped kerbs for the access to the pub.</p>
<p>Propose a 20mph limit through the village.</p>	<p>1</p>	<p>A one-hour survey was taken by the local highway staff on 14 December 2023 to count the number of times that drivers needed to stop to allow vehicles through from the opposite direction. They also witnessed two vehicles travelling over the footway, fortunately no pedestrians were present at that time. This highlights the safety issue.</p>
<p>Propose a bypass.</p>	<p>1</p>	<p>Changing the speed limit is not part of this current proposals.</p>
<p>Propose a bypass.</p>	<p>1</p>	<p>This suggestion is outside the remit of this consultation.</p>

4.4 Local Member Cllr. Chance is aware of the strength of comment arising from the previous and most recent consultation, and supports the current proposals shown in Appendix B.

- 4.5 Additionally, Cllr Chance has requested that an advisory 'keep clear' H bar marking is placed across the access to Serenity Caravan, opposite number 27 High Street. The placing of an advisory 'keep clear' H bar marking does not require consultation and so can be carried out by the local area highways office without a formal decision being required.
- 4.6 Whilst it is acknowledged that the vehicles generally parked on 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, should be addressed.
- 4.7 Whilst on-street parking outside properties is not a right, the value that such a facility provides needs to be weighed against the highway safety benefits of providing a passing place with the aim of reducing the number of instances of drivers using the footway.

5.0 ALTERNATIVE OPTIONS

- 5.1 As referenced in 2.1 above, the original proposals advertised in 2022 were for several lengths of 'no waiting at any time' restriction on Hinderwell Road. Due to the responses received during the 2022 consultation, the proposals were reduced to only one length of restriction opposite the Badger Hounds public house, in order to create a passing place to deter drivers from driving on the footway adjacent the Badger Hounds car park.
- 5.2 The placing of further bollards in the footway has been considered but, due to the presence of utility services in the footway, it is not possible to use bollards as a solution here.

6.0 FINANCIAL IMPLICATIONS

- 6.1 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.

7.0 LEGAL IMPLICATIONS

- 7.1 Consideration has been given to the potential for any legal implications arising from the recommendations.
- 7.2 The consideration of objections to Traffic Regulation Orders (TROs) is now 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 Executive Member, Highways and Transportation. The new 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 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.

- 7.3 The proposals are wholly within the Council division of Danby and Mulgrave, therefore this would not be classed as a wide area impact TRO.
- 7.4 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.
- 7.5 In the event that the Corporate Director of Environment and Executive Member for Highways and Transportation 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.
- 7.6 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.
- 7.7 All other main legal aspects are covered in section 4.0 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.

8.0 Public Inquiry Implications

- 8.1 Consideration has been given to the requirement to cause a public inquiry to be held regarding 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 the Act.
- 8.3 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.

9.0 EQUALITIES IMPLICATIONS

- 9.1 Consideration has been given to the potential for any equality impacts arising from the recommendation.
- 9.2 The proposals will reduce the on-street parking capacity by two vehicles. This has the potential for some drivers and their passengers to not be able to park as close to their destination as they would otherwise have been able. However, the safety benefits of these proposals are expected to outweigh the inconvenience of the relatively small increase in the distance a driver or car passenger would need to walk from where they had parked to their destination.

9.3 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 C.

10.0 CLIMATE CHANGE IMPLICATIONS

10.1 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 D. It is the view of officers that this recommendation does not have a significant adverse impact on any climate change factors.

11.0 REASONS FOR RECOMMENDATIONS

11.1 The Local Highway Authority has considered the impact parking restrictions would have on this area of the village and on the traffic travelling through it along the A174.

11.2 The previous plans, which included wider parking restrictions along the High Street, have now been reduced to a single 24m length of restriction. This is in order to create a passing place which is expected would reduce the occurrence of vehicles being driven on the footway adjacent the Badger Hounds car park and putting pedestrians at risk, whilst retaining as much of the on-street parking as possible.

11.3 The proposals as shown in Appendix B are supported by The Parish Council and the Local member.

12.0 RECOMMENDATIONS

12.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation:

- a) Approve the making of a TRO to impose the length of waiting restrictions as shown in Appendix B, as advertised under the Road Traffic Regulation Act 1984;
- b) All responders are advised accordingly and notified of the making of the Order within 14 days of it being made.

APPENDICES

Appendix A Photograph showing location of the proposals

Appendix B Statutory consultation documents, showing proposals

Appendix C Equalities Impact Assessment screening form

Appendix D Climate Change Assessment screening form

BACKGROUND DOCUMENTS

[Area 3 Proposed waiting restriction amendments High Street Hinderwell.1.pdf](#)
(northyorks.gov.uk)

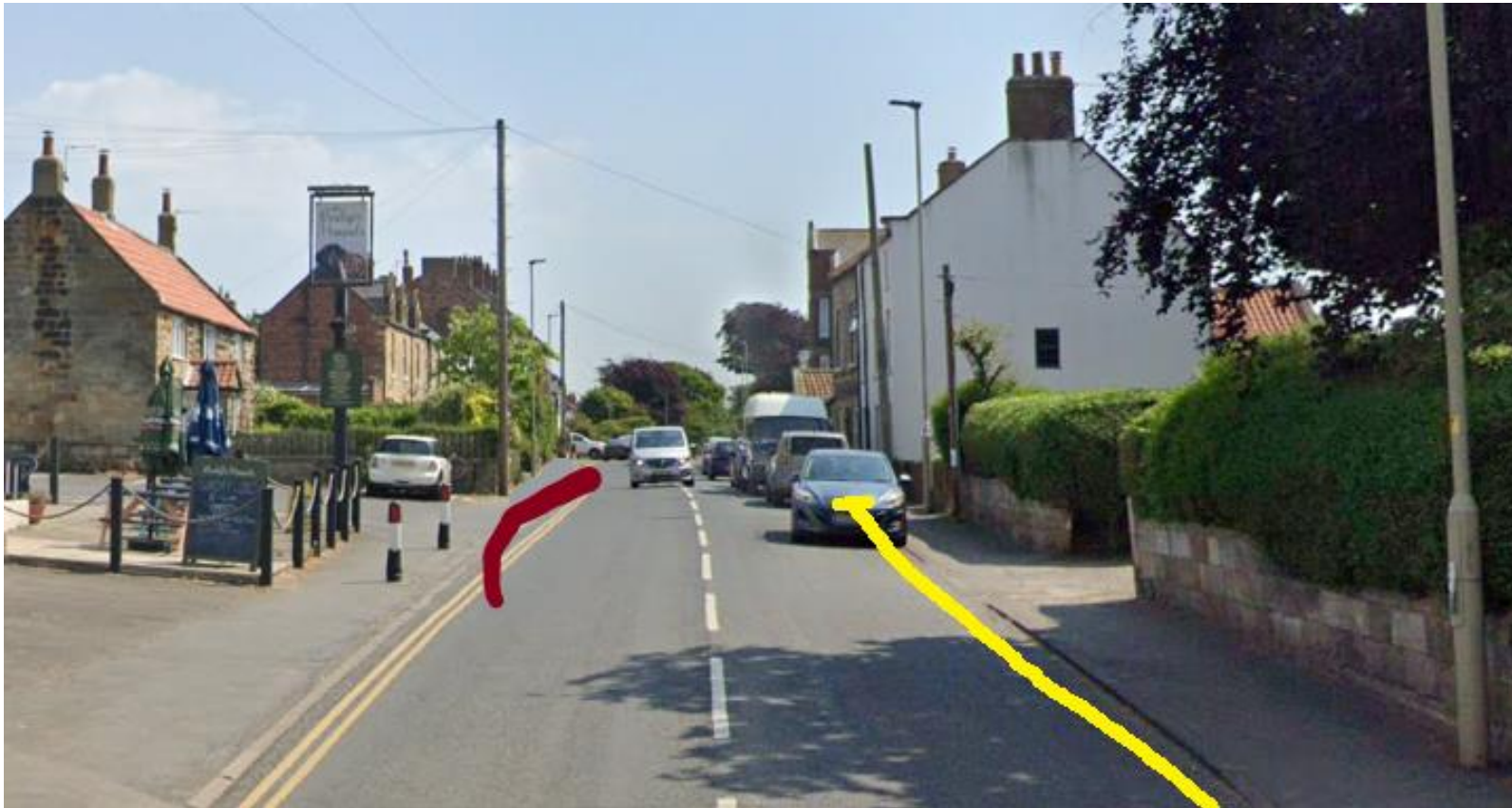
BARRIE MASON

Assistant Director

Highways and Transportation, Parking Services, Street Scene, Parks and Grounds

Authors of Report: Ged Lyth, Project Engineer, Area 3 Highways
Helen Watson Improvement Manager, Area 3 Highways

Looking south east along the A174, Hinderwell High Street



The red line indicates the area of footway vehicles are being driven on when drivers are not prepared to wait for oncoming traffic to clear. The yellow line indicates where the proposed new 24m length of 'no waiting at any time' restriction would be.



Appendix B

Contact: Ged Lyth

Our Ref: A3.0931.2

1st February 2024

Dear Sir/Madam

High Street, Hinderwell -- proposed 'no waiting at any time' restrictions opposite The Badger Hounds PH

You may recall being consulted in Spring 2022 about proposals suggesting a number of new lengths of double yellow lines on Hinderwell High Street. A report containing a summary of all the comments made during the consultation of 2022 was considered by the Corporate Director for Environment in consultation with the Executive Member for Highways and Transportation on 24th November 2023. The report summarised many consultation comments which raised concerns about the potential loss of on-street parking and recommended that only one section of double yellow lines be installed. At the meeting, it was decided that given the length of time since the consultation, we should re-consult people with the reduced proposals.

Due to the number of parked vehicles narrowing the road, two-way traffic is not practicable, and vehicles frequently have to wait for on-coming traffic to clear before proceeding. This can result in vehicles regularly driving on the footway if they are not prepared to wait and increases the risks for pedestrians using the footway. It is not practical to install more bollards at the narrow point of Hinderwell Road, opposite number 40, due to the width of the footway and the presence of the utility services under the footway.

The plan attached shows the revised length of double yellow lines currently proposed. The reason for the proposal is to create an area that can be used as a passing place which in turn is expected to reduce the likelihood of vehicles driving on the footway. This would result in a loss of two car lengths of parking.

A Traffic Regulation Order would be required to introduce these proposals. 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

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returning the attached questionnaire or sending an e-mail response by Tuesday 5th March, 2024.

If there are significant objections to the proposals it will be necessary to report them to the Environment Directorate – Corporate Director and Executive Member - Highways and Transportation meeting for a decision. The date of the meeting, which will be held via a Teams call online, is expected to be 17th May 2024. The time and venue will be advised as necessary in due course. I trust this is satisfactory and look forward to receiving your comments.

Yours faithfully,

Helen Watson CEng MICE

Improvement Manager

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LOCATION OF SCHEME - High Street, Hinderwell

DESCRIPTION OF SCHEME – Proposed addition of waiting restrictions - revised

Property Type (please tick appropriate box)	Business		Resident		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

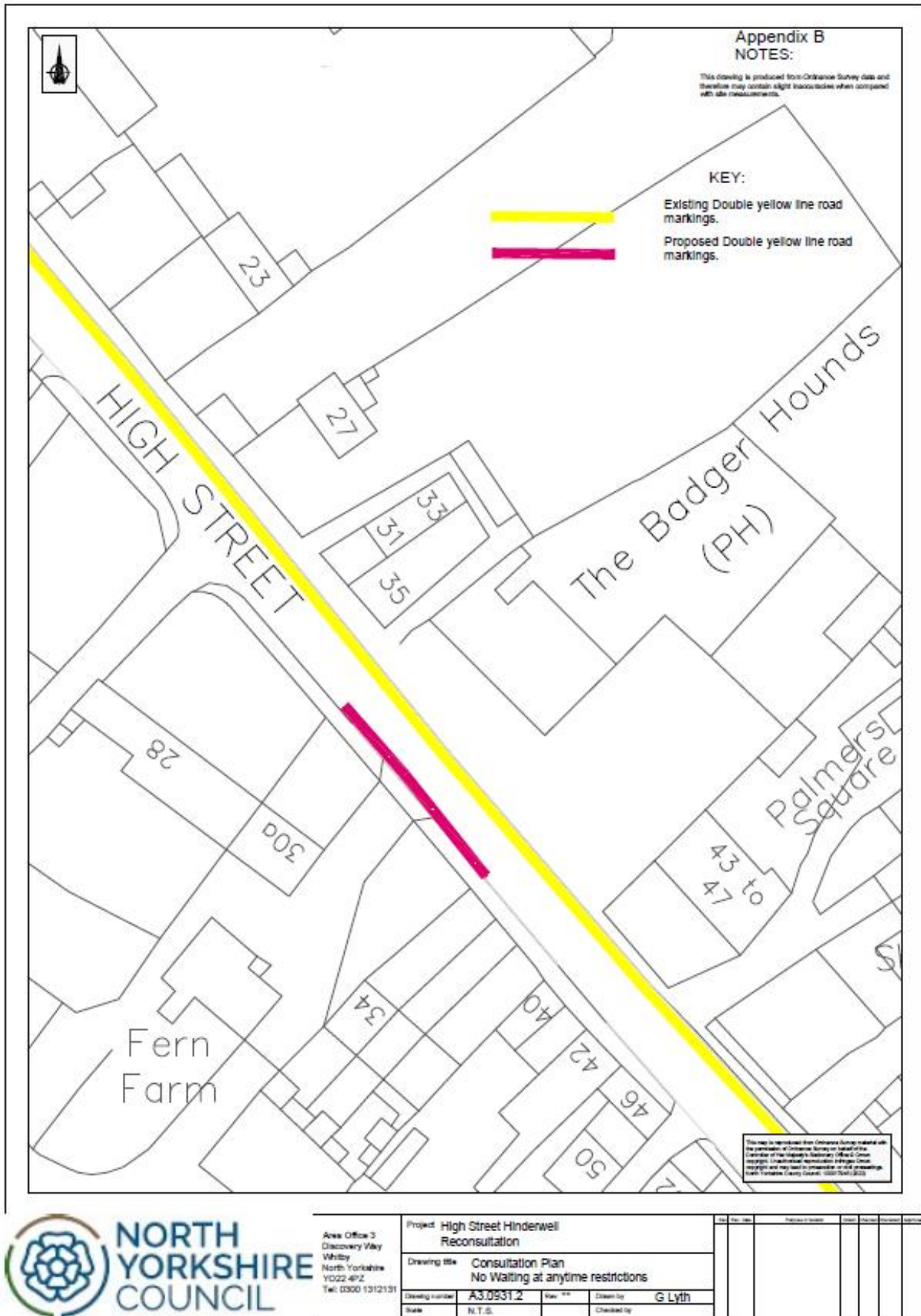
PLEASE RETURN QUESTIONNAIRES BY 5th March 2024

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.

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Area Office 3 Discovery Way Whitby North Yorkshire YO22 4PZ Tel: 0300 1312131	Project: High Street Hindenwell Reconsultation			Rev	Issued	Revised	Issued	Revised
	Drawing title: Consultation Plan No Waiting at anytime restrictions							
Drawing number: A30931.2	Rev: **	Drawn by: G Lyth						
Scale: N.T.S.		Checked by:						

Climate change impact assessment

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

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

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

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

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

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

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

Title of proposal	High Street, Hinderwell – proposed ‘no waiting at any time’ restrictions opposite The Badger Hounds public house
Brief description of proposal	Installing a length of ‘no waiting at any time restriction’ by a length of 24m
Directorate	Environment
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Lead officer	Ged Lyth
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	14/03/24

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.

Bollards in the footway were considered but rejected as it is not feasible to install them, due to a narrow footway and presence of utility cables in the footway

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>	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	<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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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 greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	X		X	<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 effect on speeds would be minimal as only a 24m length of double yellow line is proposed.</p> <p>The amount of queuing that currently takes place through this section should reduce slightly if the 24m length of proposed double yellow line is installed.</p>	
	<p>Emissions from construction</p>		X		<p>Minimal impact for installation of roadmarkings</p>		
	<p>Emissions from</p>		X		<p>None</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>	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	<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"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<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>running of buildings</p>						
<p>Emissions from data storage</p>		X		None		
<p>Other</p>		X		None		
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X		None		
<p>Reduce water consumption</p>		X		None		
<p>Minimise pollution (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>	Positive impact (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	<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"> Changes over and above business as usual Evidence or measurement of effect Figures for CO₂e Links to relevant documents 	<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>
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		X		None		
Enhance conservation and wildlife		X		None		
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		X		None		
Other (please state below)		X		None		

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

None

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

In summary, the Highway Authority's recommendation to install a 24m length of double yellow line on the approach to the narrowest section of High Street, Hinderwell is expected to have a negligible impact on environmental issues. This proposal is not expected to have a significant effect on traffic speeds. The proposal is not anticipated to have any impact on the choice of mode of transport.

Sign off section

This climate change impact assessment was completed by:

Name	Ged Lyth
Job title	Project Engineer
Service area	Highways and Transportation, Parking Services, Street Scene, Parks and Grounds
Directorate	Environment
Signature	
Completion date	14/03/24

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 25/04/2024

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, Parking Services, Street Scene, Parks and Grounds		
Proposal being screened	Area 3 proposed waiting restriction amendments. High Street Hinderwell		
Officer(s) carrying out screening	Ged Lyth		
What are you proposing to do?	Implementation of a length of 24m of no waiting restrictions on High Street Hinderwell		
Why are you proposing this? What are the desired outcomes?	To reduce the risk of vehicles being driven over the footway by creating a passing place by prohibiting parking on the approach to the narrow section of The High Street, Hinderwell.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>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 Equality rep for advice if you are in any doubt.</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	
NYC additional characteristics			
People in rural areas		No	
People on a low income		No	
Carer (unpaid family or friend)		no	

<p>Does the proposal relate to an area where there are known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.</p>	<p>This proposal is likely to have a positive impact on pedestrian safety for those using the footway on the northern side of the High Street, as the incidence of vehicles being driven over the footway is likely to be reduced.</p> <p>This proposal is also anticipated to impact on the occupants of up to two vehicles. Due to two vehicle lengths of parking being removed, those occupants would have to walk marginally further between their parking place and their destination.</p> <p>Removing parking can affect traffic speed. Consideration has been given to how even slight speed increases on the High Street may affect people with protected characteristics when crossing the road or exiting their vehicles.</p>			
<p>Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.</p>	<p>A community hub and tearoom is located towards the western end of the High Street. The proposal to prohibit parking on this specific location is not anticipated to have a significant impact on the facilities.</p>			
<p>Decision (Please tick one option)</p>	<p>EIA not relevant or proportionate:</p>	<p>X</p>	<p>Continue to full EIA:</p>	
<p>Reason for decision</p>	<p>The scheme should not create significant negative impacts for people with protected characteristics because the effect of removing two vehicle lengths of parking would be minimal.</p>			
<p>Signed (Assistant Director or equivalent)</p>	<p>Barrie Mason</p>			
<p>Date</p>	<p>25/04/2024</p>			