

North Yorkshire Council

Environment Executive Members

13 May 2024

Proposed Traffic Regulation Orders for Skipton Town Centre

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

1.0 PURPOSE OF REPORT

- 1.1 To advise the Corporate Director for Environment in consultation with the Executive Member for Highways and Transportation of the outcome of the public consultation and statutory advertisement which took place to introduce new waiting restrictions and a one-way restriction in Skipton to facilitate the Skipton Transforming Cities Fund (TCF) project proposals
- 1.2 A decision from the Corporate Director for Environment and the Executive Member for Highways and Transportation is sought regarding whether to proceed with the making of the Orders in view of the comments received.

2.0 BACKGROUND

- 2.1 The North Yorkshire Council has been awarded funding to deliver a project that will improve sustainable travel in Skipton Town Centre from the Government's Transforming Cities Fund (Skipton TCF). The proposals will:
- Improve the Black Walk and Gallows Bridge connection from the rail station to the bus station.
 - Improve the path along the canal to connect with Craven College and the Auction Mart.
- 2.2 It is necessary to introduce new Traffic Regulation Orders (TROs) to allow for these improvements. Specifically, new waiting restrictions are proposed on Carleton Street, Gas Street, Cross Street and Craven Street, as well as a one-way south-westerly restriction on Carleton Street. Plans/details can be viewed at Appendix A.

3.0 PROPOSALS

- 3.1 Consultation proposals are shown in Appendix A. The proposals that were subject to consultation reflected the original Skipton TCF project scope. Since then the TCF project's scope has been revised, meaning that the council is no longer seeking to implement changes on Broughton Road, Belmont Bridge, Coach Street, or Swadford Street. Amendments to the Swadford Street taxi rank and relocation of the disabled parking bay outside Belle Vue Terrace are also no longer proposed to proceed.
- 3.2 The council is proposing to make the orders for Carleton Street, Cavendish Street, Craven Street, Gas Street, and Manville Lane. It also proposes to make Carleton Street one way towards Craven Street, from the junction with Gas Street to the junction with Cavendish/Craven Street.

4.0 CONSULTATION

- 4.1 The proposals have 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 Orders (TRO) were 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. The TROs were advertised for public comment on 05 October 2023. The last date for receipt of objections was 31 October 2023.
- 4.2 The consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with the 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 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.
- 4.3 In this case the proposal does not meet the criteria for a wide area impact TRO because it is located within the ward of one Councillor and affects one community.

5.0 RESPONSES, OBJECTIONS AND OFFICER COMMENTS

- 5.1 The only response received from the statutory groups consulted was from the council's archaeologist who confirmed no opposition. Nine other responses were received (see comments and responses at Appendix B). The Town Council and Local Member provided comments relating to matters outside of the specific TRO proposals. One objection related to Broughton Road – this proposal is no longer required due to project scope changes. Another objection related to waiting restrictions on Carleton Street.
- 5.2 Local Member Councillor Andy Solloway has provided his views on the proposals (see Appendix B). In accordance with the protocol for Environment Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on 13 May 2024.
- 5.3 Regarding the objection to parking restrictions on Carleton Street, the resident is concerned that the reduced parking options will impact them negatively. There is a reduction of four spaces on the north-west side of the street, with parking spaces remaining in the vicinity of the property on the south-east side, while the blue badge scheme allows holders to park in restricted areas for limited times. Officers consider this to be acceptable however, will explore the feasibility of introducing a disability parking space on this side.
- 5.4 Officers consider that the proposed measures and recommendations set out in this report will support local travel improvements and wider strategic aims. It will enable the Council to comply with its duty under Section 122 (1) of the Road Traffic 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 Statements of Reasons for proposing to make the Orders attached

to this report (see Appendix C). The proposed measures will also enable the Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network and both the more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.

6.0 EQUALITIES

- 6.1 Consideration has been given to the potential for any equality impacts arising from the recommendation. An objection was raised by a resident with a blue badge regarding their ability to park. However, spaces are available across the road and a blue badge holder is able to park for a restricted period on double yellow lines. 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 and a copy of the Equalities Impact Assessment screening form is attached as Appendix D.

7.0 FINANCE

- 7.1 The cost of advertising the Traffic Regulation Order is estimated at approximately £1500, which has been funded by the TCF Project budget.

8.0 LEGAL

- 8.1 In the event that the Executive Member and Corporate Director for 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 the relevant Traffic Regulation Orders (with or without modifications) and publish a notice of making the Orders in the local press before the Orders come 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 Where an Order has been made (i.e. 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.
- 8.3 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.

9.0 PUBLIC INQUIRY IMPLICATIONS

- 9.1 Regulation nine of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 outlines the circumstances in which the Council would be required to hold a Public Inquiry. The Council has satisfied its duty and determined that the proposals do not include any restrictions on loading and unloading, therefore paragraph 3 of Regulation 9 does not apply in this regard. There were also relatively few objections received, therefore the Council considers that the holding of a public inquiry would not be proportionate in terms of timescale, officer time and the costs to public resources in this case. For completeness, the Council is not prohibiting nor restricting the passage of public service vehicles along a road.

10.0 CLIMATE CHANGE

- 10.1 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.

11.0	RECOMMENDATIONS
11.1	<p>It is recommended that: -</p> <ul style="list-style-type: none">i) The results of the consultation exercise are noted.ii) The Corporate Director for Environment, in consultation with the Executive Member for Highways and Transportation, does not consider a public Inquiry is appropriate for the reasons set out in para 9.1 above and approves the making of TROs as shown in Appendix A.iii) That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director for Environment and Executive Member, Highways and Transportation in light of the objections received and that the objectors are notified within 14 days of the order being made.

APPENDICES:

Appendix A – Proposed location

Appendix B – Summary of comments received and officer response

Appendix C – Statement of reasons

Appendix D – Equality Impact Assessment Screening

Appendix E – Climate Change Impact Assessment

BACKGROUND DOCUMENTS:

Letters/ Emails objecting to the proposals, as outlined in this report are held in the scheme files held by the Skipton Area 5 Highways Office.

Barrie Mason

Assistant Director

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

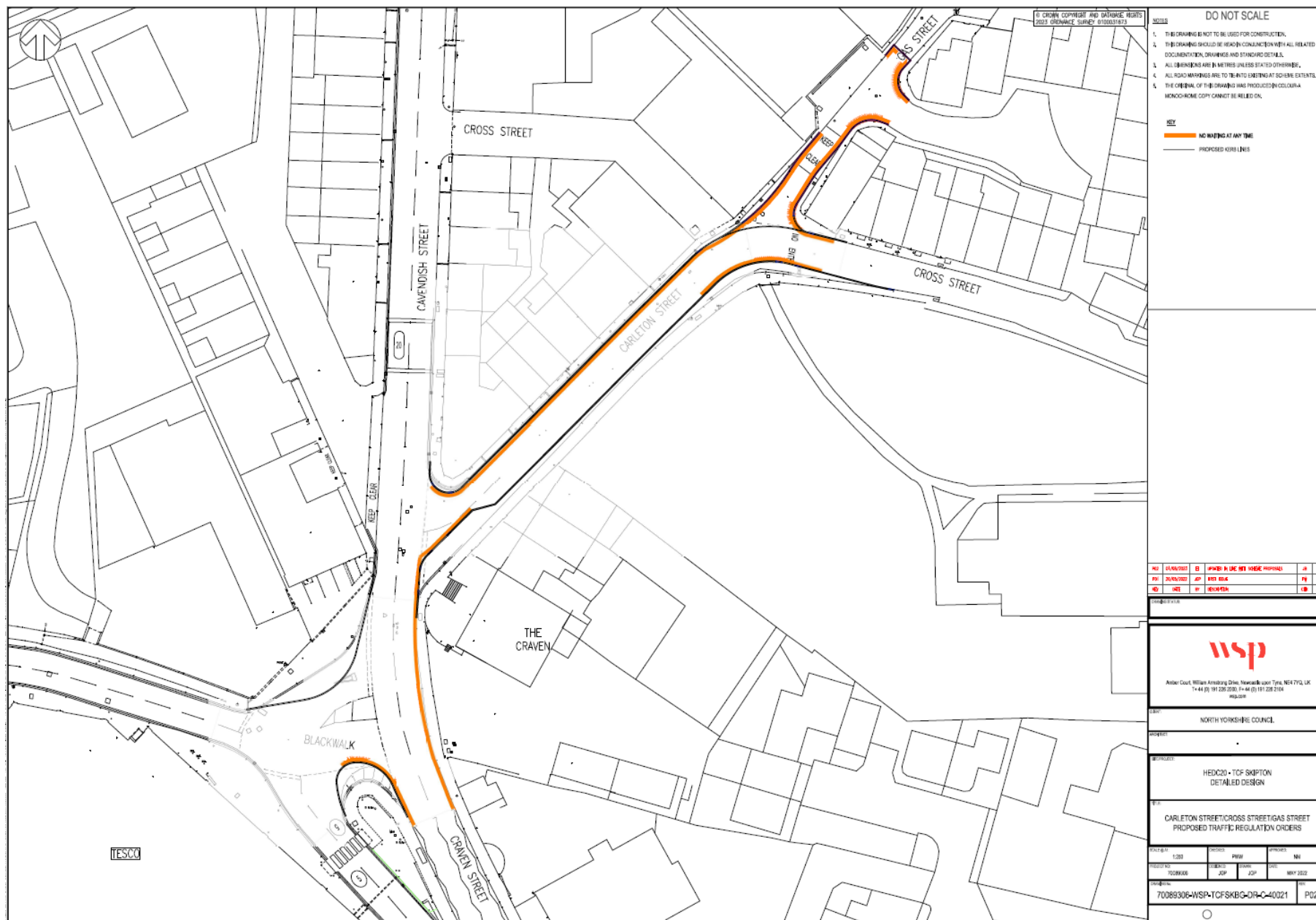
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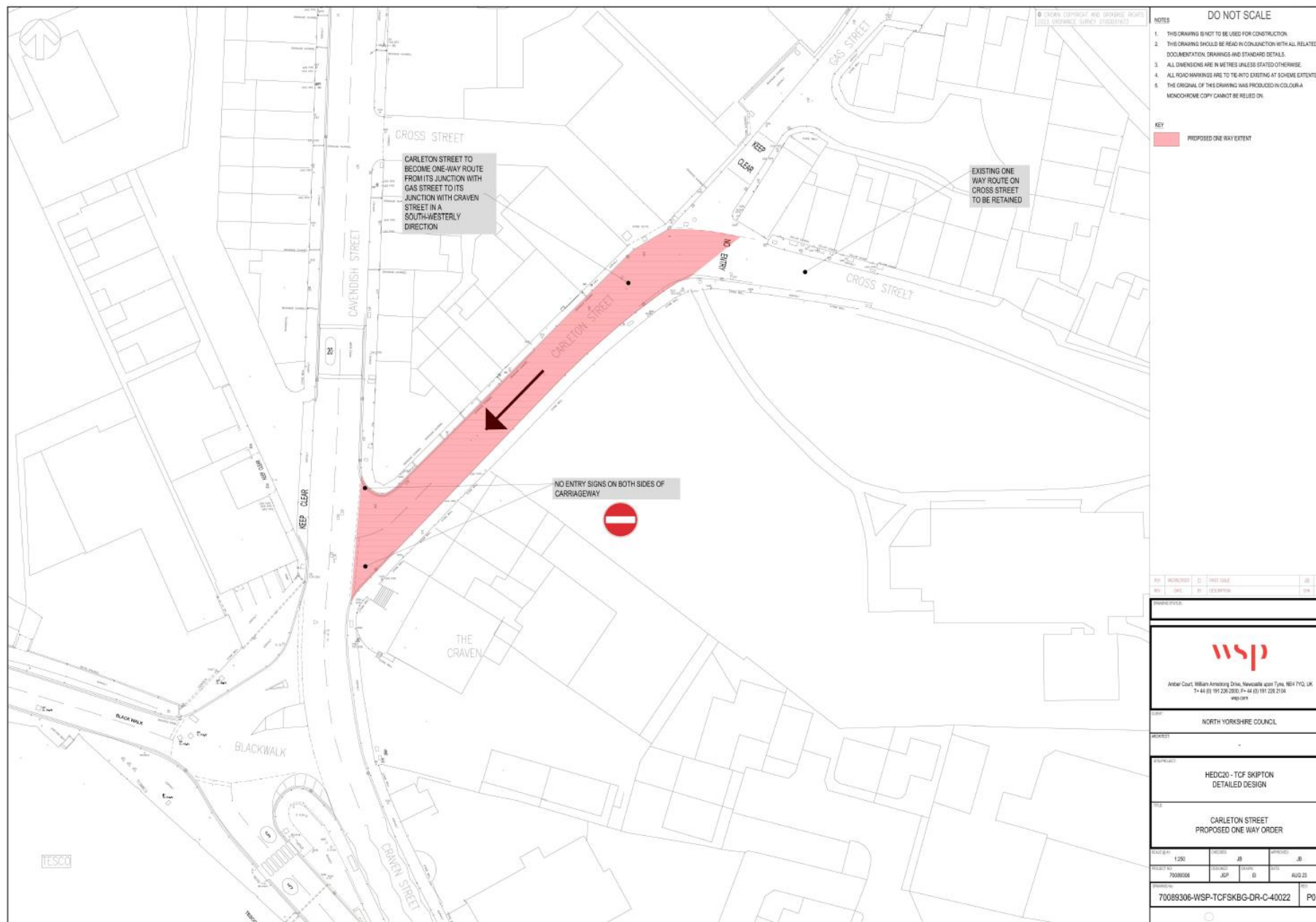
13 May 2024

Authors of Report: Matt Roberts, Economic & Regeneration Project Manager and Tania Weston, TCF Programme Manager

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







	Comments	Response
1.	<p>I would like to make some comments over this as the Ward Cllr for the area, please.</p> <p>The junction of Carleton New Road and Broughton Road at this location is very difficult and even dangerous for pedestrians, especially for those with limited mobility. I am also fully aware that the Engine Shed Lane link road is intrinsically linked here. We must progress the link road to Engine Shed Lane as this will remove HGVs from the equation and as soon as this happens we can put in a safer crossing at this wide, sharp and poor visibility junction.</p> <p>At present there is a large community along Broughton Road that has no school, shops or many other services, that need to negotiate this junction as pedestrians and find it a daily problem. This junction, in its present state arguably cuts off a large Skipton community. It is not a safe route to school, it is not a safe route for anyone on foot or in a mobility scooter.</p> <p>Engine Shed Lane should be progressed ASAP and then immediately either a traffic island or a safe crossing slightly further up Carleton New Road from the junction, should be installed immediately HGV traffic is stopped.</p> <p>Please can my views be fed into this consultation.</p> <p>I have the support of many Skipton Town Councillors on this issue and I'm sure the Planning Committee on STC will be taking a robust view.</p>	<p>The comments, whilst valid, are not directly related to the TROs under consideration.</p> <p>Officers will consider these matters separately.</p> <p>Broughton Road restrictions no longer proposed.</p>
2.	<p>We have received details of the proposed changes to the TRO that affects Swadford Street, Skipton as we own a business on this street. We have no objections to the proposed changes to the taxi rank on this road, however we receive deliveries twice a week (Tuesday afternoon and Friday morning) every week, and as there is no access to the back of the building, we have to accept these deliveries through our main entrance. Please could you confirm the delivery driver will be able to park for a short time within the taxi rank (usually less than 15 minutes) to unload our twice weekly beer deliveries?</p>	<p>Swadford Street restrictions no longer proposed.</p>
3.	<p>Thank you for including us in the consultation for the TRO's associated with the TCF.</p> <p>Are the existing bus stops to be retained in their current position and no shelters to be provided? If not, whilst not a part of the TRO order I would like to see refreshing of the bus stop markings opposite the fire station and new marking on the stop opposite the</p>	<p>The existing bus stops are being retained and road markings will be refreshed as part of the project.</p> <p>Broughton Road restrictions no longer proposed.</p>

	end of Carleton New Road included as part of the work.	
4.	<p>We have received the letter dated the 5 October regarding the Traffic Regulation Order Updates for various locations in Skipton.</p> <p>We have circulated this to the Councillors, who are supportive of the changes, but we need this to be formally ratified at our Audit, Scrutiny and Planning Committee Meeting which isn't until the 2nd Nov at 18:30pm. Would we be able to submit their formal response first thing on Friday 3rd November?</p>	Confirmed
5.	<p>I am increasingly concerned about the proposal for double yellow lines outside my property and full side of my street.</p> <p>I am entitled to a disability blue badge which entitles me to close parking to my door, the proposed double lines and reduced parking will impede my way of life. I have grave concerns about deliveries to my house, I have food deliveries weekly also Medication deliveries.</p> <p>I also rely on carers who already struggle to park. Also how can any renovations to the property be made without blocking the road and causing chaos. All deliveries, workmen and removal vans would be unable to do their work.</p> <p>This part of the scheme should be scrapped, this will be detrimental to the quality of life to all the residents in this area and of little improvement to the proposed benefits it could bring.</p> <p>Please could you provide me with any statistical information that would support the reasons this scheme needs to be implemented.</p>	<p>Whilst noting the concerns the blue badge scheme allows holders to park in restricted areas for limited times. The double yellow lines do not prohibit stopping for loading and loading and deliveries.</p> <p>There will be limited waiting bays in the vicinity of the property. The council will also explore introducing a disability parking space on this side.</p> <p>There are parking spaces available on the opposite side of the road that are considered sufficient provision for residents.</p>
6.	<p>I am writing on behalf of the resident that lives at XX, Skipton – XX She has instructed me to write to you on her behalf.</p> <p>She objects to the proposals for the changes to the one way system for the following reasons:</p> <p>This is causing her much stress and anxiety and severely impacting on her mental health. She believes that this will make her life harder. She relies on food deliveries, medication deliveries and carers which will impact on their ability to provide these services.</p> <p>As this will be a no stopping zone, this will stop her being able to have white goods and carpets etc delivered to her home.</p> <p>The traffic noise will be closer to her home and this will increase her anxiety and impact her low mood.</p>	Please see above.

Appendix B

	<p>There will be less parking for family and carers. There is an understanding that you can't make it more difficult than what the road already is.</p> <p>Please take these objections into consideration.</p>	
7.	<p>I have concerns that the waiting restrictions on the left-hand side of Carleton St will result in displacement of vehicles to other nearby areas and may well generate other objections</p>	<p>We note your concerns. However, this is a reduction of four spaces, which it is considered will not result in significant displacement.</p>
8.	<p>You have sent through a proposed to move the disable parking bay from outside Belle Vue Dental Practice to the end of this section of parking.</p> <p>This would be of detriment to our elderly and disable patients that use this for parking giving them access to the practice.</p> <p>There was another disable pay at the end of this row that was taken out, can this be reinstated and leave the other outside the practice as well?</p>	<p>Broughton Road restrictions no longer proposed.</p> <p>We note your concerns. It is felt that relocating the disabled bay to the end of the parking bays, it becomes more accessible for parking. It is also closer to the station and hotel whilst remaining in the proximity of the Dentist.</p> <p>The space being removed was introduced for a resident of the adjacent property who has since moved.</p>
9.	<p>Thank you for the consultation on the above traffic regulations. The schemes will not have any impact on archaeological remains, therefore we have no issues with them being implemented.</p>	<p>Noted</p>
10.	<p>The Town Council's Audit, Scrutiny and Planning Committee have considered the TRO Order Updates at their meeting on 2nd November. They have no objections to the TRO amendments and the introduction of the one way system on Carleton Street, the Committee do have comments regarding safe pedestrian access, which are detailed below.</p> <p>The Town Council wants to encourage pedestrians, and strongly feel that the areas mentioned below are dangerous and difficult to navigate, especially for children, the elderly and disabled. Encouraging pedestrians and making Skipton a pleasant place to access on foot is crucial not only for those living and working in Skipton, but also tourist and visitors.</p> <p>Councillors have concerns regarding the junction of Carleton New Road and Broughton Road, feeling that it is dangerous for the community living down Broughton Road trying to get across this junction, and dangerous too for cyclists and drivers.</p>	<p>Broughton Road restrictions no longer proposed.</p> <p>The comments, whilst valid, are not directly related to the TROs under consideration.</p> <p>Officers will consider these matters separately.</p> <p>Access to the towpath is not negatively impacted by the TRO proposals.</p>

<p>The Broughton Road community is almost cut off for pedestrians at present, yet with Ings School being closed a safe route to school doesn't really exist.</p> <p>It also makes it difficult and dangerous for people accessing the Sports Centre on foot. Town Councillors would like to see investigations into where a footway could be sited in this location to allow safe pedestrian access to the sports centre and down Engine Shed Lane.</p> <p>The closure of Engine Shed Lane to HGVs at the Carleton New Road end offers a real chance to make the junction of Carleton New Road and Broughton Road much safer for pedestrians and for drivers.</p> <p>With the proposed amendments to the TRO what arrangements will be in place for emptying the bin and cleaning up the towpath at the top of Manville Lane and for access for the Canal and Rivers Trust? Is it possible to leave a single space at the top of Manville Lane for the council and CRT vans when they are carrying out maintenance work?</p>	
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Skipton Parking & Waiting Order 2023	
STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:	<p>The Council considers that it is expedient to make this TRO on grounds (a, c) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:</p> <ul style="list-style-type: none"> • To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management • Providing specific parking facilities for blue badge holders and waiting facilities for hackney taxi services
PROPOSED LOCATION:	<p>Access to Gawflatt Bridge, A6069 Broughton Road, A6069 Swadford Street, Coach Street, Coach Street Yard, Craven Street, Carleton Street, Cross Street and Gas Street, Skipton</p> <p>(Drawing: 70089306-WSP-TCFSKBR-DR-C-20021 70089306-WSP-TCFSKBG-DR-C-40021)</p>
Carleton Street TCF Skipton One Way Restriction	
STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:	<p>The Council considers that it is expedient to make this TRO on grounds (a, c, f) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:</p> <ul style="list-style-type: none"> • To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.
PROPOSED LOCATION:	<p>Carleton Street, Skipton</p> <p>(Drawing: 70089306-WSP-TCFSKBG-DR-C-50033)</p>

<p>Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')</p> <p>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.</p>			
Directorate	Environment		
Service area	Major Projects & Infrastructure		
Proposal being screened	Proposed waiting and one-way restrictions		
Officer(s) carrying out screening	Tania Weston		
What are you proposing to do?	<p>Introduce no waiting at any time restrictions on Craven Street, Carleton Street, Cross Street and Gas Street, Skipton.</p> <p>Introduce one-way restriction on Carleton Street, Skipton.</p>		
Why are you proposing this? What are the desired outcomes?	<p>To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management.</p> <p>To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.</p>		
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 directorate representative for advice if you are in any doubt.</p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		✓	
Disability		✓	
Sex		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	

Appendix D

Are from the Armed Forces Community		✓	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	No		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	<p>The proposed restrictions will require the installation of new road markings (double yellow lines), but will not otherwise have an effect on those with Protected characteristics. Blue badge holders will be able to park for up to 3 hours on double yellow lines in accordance with the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000. Parking will continue to be permitted on Cross Street.</p> <p>Regarding the objection to parking restrictions on Carleton Street, the resident is concerned that the reduced parking options will impact them negatively. There is a reduction of four spaces on the north-west side of the street, with parking spaces remaining in the vicinity of the property on the south-east side, while the blue badge scheme allows holders to park in restricted areas for limited times. This is considered acceptable. However, officers will explore introducing a disability parking space on this side, although space constraints may mean this is not possible.</p>		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	26/04/2024		

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

Title of proposal	Skipton TCF Traffic Regulation Orders
Brief description of proposal	<p>Introduce no waiting at any time restrictions on Craven Street, Carleton Street, Cross Street and Gas Street, Skipton.</p> <p>Introduce one-way restriction on Carleton Street, Skipton.</p> <p>To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management.</p> <p>To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.</p>
Directorate	Environment
Service area	Major Projects & Infrastructure
Lead officer	Tania Weston, TCF Programme Manager
Names and roles of other people involved in carrying out the impact assessment	<p>Matt Roberts, Economic & Regeneration Project Manager</p> <p>Richard Binks, Head of Major Projects & Infrastructure</p>

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

Appendix E

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	Decreases emissions	Decreases emissions	Decreases 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.

Decision (Please tick one option)	Full CCIA not relevant or proportionate: <input checked="" type="checkbox"/>	Continue to full CCIA: <input type="checkbox"/>
Reason for decision	<p>A full CCIA has been completed for the overall Skipton TCF project.</p> <p>The proposed restrictions in themselves are unlikely to have a climate change impact. The changes to highway regulations will provide improvements for those walking, cycling and using public transport, the most carbon efficient modes of transportation. As a result, it is expected that it will encourage a shift towards these modes in the longer-term, providing a positive climate change impact.</p>	
Signed (Assistant Director or equivalent)	Barrie Mason	
Date	26/04/2024	