

North Yorkshire County Council
Business and Environmental Services

Executive Members

26 February 2021

Area 3 Proposed Waiting Restriction Amendments, High Street Castleton

Report of the Assistant Director – Highways and Transportation

1.0 Purpose Of Report

- 1.1 The purpose of the report is to advise the Corporate Director, Business and Environmental Services (BES) and the BES Executive Members of the outcome following the public consultation proposing changes to Waiting restrictions and for decisions to be made as to whether or not the proposals should be introduced at the locations in view of the objections received.

2.0 Background

- 2.1 The planning application for the demolition of the existing buildings at Central Garage and the construction of a convenience store with associated car park, delivery bay, plant compound and landscaping works was approved in April 2020 by the North York Moors National Park Planning Authority. During the planning application stage, the developer wanted to address the concerns that the Highway Authority had expressed, regarding keeping access clear for the delivery wagon and keeping the visibility clear for drivers going back on to the High Street after using the new parking areas. It was agreed between the developer and the highways staff that the best way, for these areas on the public highway, to be kept clear would be to introduce new waiting restrictions and the developer agreed to fund the consultation proposing these restrictions. It was not deemed appropriate by the Planning Authority to be made a condition of the planning application that these restrictions had to be approved for the planning application to be granted.
- 2.2 In negotiating with the Highways Area office, the agent for the developer prepared the plan for the consultation showing the proposed waiting restrictions.
- 2.3 The location of the approved store is within the 30 mph speed limit area, on High Street Castleton, opposite Castleton Primary School.

3.0 Proposals

- 3.1 The proposed “no waiting at any time” restriction (double yellow lines) are intended to keep the areas clear for 24 hours a day. This would help provide a visibility splay of 43metres for drivers coming out of the proposed access road. This distance is the amount recommended for a 30mph speed limit area.

3.2 On the opposite side of the road and slightly uphill of the development site is Castleton Primary School which has an advisory school keep clear marking on the road. If this side of the road is clear of parked vehicles, it would assist in helping the delivery wagon to turn in and out of the delivery bay area as demonstrated by the attached plan (Appendix A) showing the turning path of the wagon. The existing School keep clear marking is advisory and cannot be enforced without a Traffic Regulation order being approved and sealed. The local Highways office has found no evidence that such a traffic regulation order exists at this location. Traditionally, these restrictions are Monday to Friday only, to coincide with the times when the school will be open and therefore it is not appropriate to have this restriction apply to weekends. This existing marked area is currently, relatively well observed by drivers keeping it clear during school times. The developers of the approved store have indicated that deliveries are likely to be required every day to enable having fresh produce and would benefit from a restriction that was effective to prevent parking here 7 days a week. To impose a restriction that would prohibit parking in this area 7 days a week, 7am to 6pm, a limited no waiting (single yellow line with signs) restriction would be more appropriate but this would not be as visible as the large yellow zig zag markings.

4.0 Consultation

4.1 The proposals have been the subject of consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The attached drawings indicate the extent of the proposals. Appendix B includes a copy of the letter, plan and questionnaire form that were sent out as part of the consultations process. The proposals were advertised in the Whitby Gazette on 10 December 2020 and any person could make objections and representations until 8 January 2021. The proposals were hand delivered or e-mailed to 21 properties adjacent to the proposed restrictions on 4 December 2020.

5.0 Responses, Objections and Officer Comments

5.1 There were a total of 14 responses, 2 residents in support, 10 residents against, 1 neutral resident and 1 statutory consultee in support.

5.1.2 The comments received are shown below.

Issue raised (against)	Numbers of responses raising the same concern	Officer comments
Replacing the zig zag markings outside the school with a single yellow line would undoubtedly increase the number of stationary vehicles on this area – particularly if roadside parking spaces in the village are to be further limited. This would significantly reduce the visibility of the school entrance and pavement outside to drivers passing through the village and accordingly increase the risk to pupils.	2	The current markings are not enforceable and traditionally do not apply at weekends outside school buildings. Once the store is opened, the amount of traffic is expected to increase.

<p>It is known that an 'open' road encourages speed and that this is undoubtedly a major factor in road traffic injuries. The number of parked cars currently contribute to forcing cars to slow down and give way as they travel through the village. Any likely increase in vehicle speed through the village is very concerning to the school in terms of safety of those children crossing the road on their way to and from school each day and also for those occasions when groups of children and staff leave the school site and have to cross the road to access the village hall.</p>	6	<p>Speed along an open stretch could feasibly increase but this needs to be balanced with the visibility for the traffic coming out of the access. Removing the parked cars from one side of the road will also improve the visibility for pedestrians crossing from that side of the road.</p>
<p>Existing public parking on the High street is very limited and this is problematic for parents and school staff. The introduction of double yellow lines to the lower side of the new Co-op site would inevitably further exacerbate the problem.</p>	11	<p>Parents, taxis, buses would be permitted to drop off and pick up at the school but would not be permitted to park there on the proposed yellow line restricted length of road. The Area office for the Highway Authority is concerned that customers of the new store will park outside the school and that this can only be kept to a minimum by placing an enforceable restriction on the highway.</p>
<p>Concerns about public parking capacity other than school traffic and Co-op store customers.</p>		<p>The vast majority of the people who objected to these proposals (and also others who were neutral and one who was in support) mentioned their concerns about the lack of public parking spaces being available. The developer is providing some private parking for residents of the properties that front onto the proposed double yellow lines on the lower side of the new store. Whilst this does not address the parking availability for parents and school staff directly, it is hoped that this will benefit the High Street by providing additional spaces for four vehicles for those properties.</p>
<p>Request an advisory H bar marking across drives</p>		<p>A number of residents have voiced concerns that they are expecting that this will result in vehicles parking across their drives and would like an advisory H bar marking. Usually, the Highway authority charge a set price of £220 for such a marking but other schemes have included these</p>

		markings to be installed at the same time as any other new markings. If done at the same time as other markings, the cost would be negligible.
Asked if the situation could be reviewed once the store is open.		The LHA are not likely to be able to prioritise such a request.

5.2 Further Officer's comment

5.2.1 Due to the clear opposition for the proposal to introduce the waiting restrictions, the Local Highway Authority would recommend that the length (measured from the centre of the new access road) is reduced from the proposed 43 metres to 27metres which equates to the length outside the first 3 properties. The developer is in ownership of these properties and has confirmed that 4 spaces will be made available at the back of these properties. At present, there is typically space for 7 cars along the road side included in the 43metre length. The suggested reduction would still leave space for 3 cars. This reduced length of the restrictions would be an appropriate balance to help meet the demand for the parking on the High Street whilst still considerably improving the vision splay at the existing access point. A plan showing these revised restrictions is shown in Appendix C.

5.2.2 A number of the responses have pointed out that there is not much street parking outside the current site, therefore this restriction would not have a large adverse effect on the current parking capacity and would help keep the access clear for the delivery vehicle.

5.2.3 With regards to the school keep clear marking, it is agreed that the zig zag markings are generally effective in keeping the road clear. The Highway authority do have concerns that these markings are advisory only and that neither the Police nor the parking enforcement officers will have the authority to penalise anybody who parks here but also accept that the zig zag markings are more visible than a single yellow line.

6.0 Local County Councillor comments

- 6.1 Councillor Pearson's response to the consultation and to the revised recommendations shown in the above section 'Further Officer's comment' is that he is in agreement with the revised proposals. More specifically:
- Approving the proposed double yellow lines outside the new store;
 - Retaining the highly visible, advisory school keep clear marking and accepting that this is not enforceable;
 - Reducing the proposed length of double yellow lines on the downhill side of the new store;
 - Approval of advisory H bar markings outside nearby drives and that the costs should be waived for those individuals;
 - Acknowledgment that this is not likely to be prioritised to be reviewed once the store is running and a new pattern of parking is established.

7.0 Climate Change

- 7.1 Consideration has been given to the potential for any climate change impacts arising from the recommendation and a Climate change impact assessment has been completed and is included as Appendix D. It is the view of officers that this recommendation does not have an adverse impact on any climate change factors.

8.0 Equalities

- 8.1 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 and a copy of the Equalities Impact Assessment screening form is attached as Appendix E.

9.0 Finance

- 9.1 The cost of advertising the Traffic Regulation Orders, the new signs and painting the road markings would be recharged to the developer of the new store.

10.0 Legal

- 10.1 Consideration has been given to the potential for any legal implications arising from the recommendations.
- 10.2 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 a consultative role on wide area impact TROs. The consideration of objections has been delegated by the Executive to the Corporate Director of Business and Environmental Services (BES) in consultation with BES Executive Members. 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 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.
- 10.3 The proposals are wholly within the County Council division of Esk Valley, therefore this would not be classed as a wide area impact TRO.
- 10.4 Officers consider that, should it be resolved that some or all of the proposed amendments are to be made, the changes will enable the County 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.

- 10.5 In the event that the BES Executive Members resolve to approve changes to the traffic regulation orders described in this report, then to accord with the relevant statutory regulations, the County Council will be required to make and advertise the traffic regulation order concerned before it comes into operation. The County Council will also be required to notify the objectors of its decision.
- 10.6 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.
- 10.7 All other main legal aspects are covered in section 4 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the County Council.

11.0 Recommendation

- 11.1 It is recommended that the Corporate Director BES, in consultation with BES Executive Members:
- a) Approve the making of the revised TROs, shown on the revised plan which are reduced from those advertised, under the Road Traffic Regulation Act 1984;
 - b) Approve the markings for advisory H bar, keep clear markings across dropped kerb drives, outside properties opposite and between the limits of the restrictions.
 - c) All responders are advised accordingly and notified of the making of the Order within 14 days of it being made.

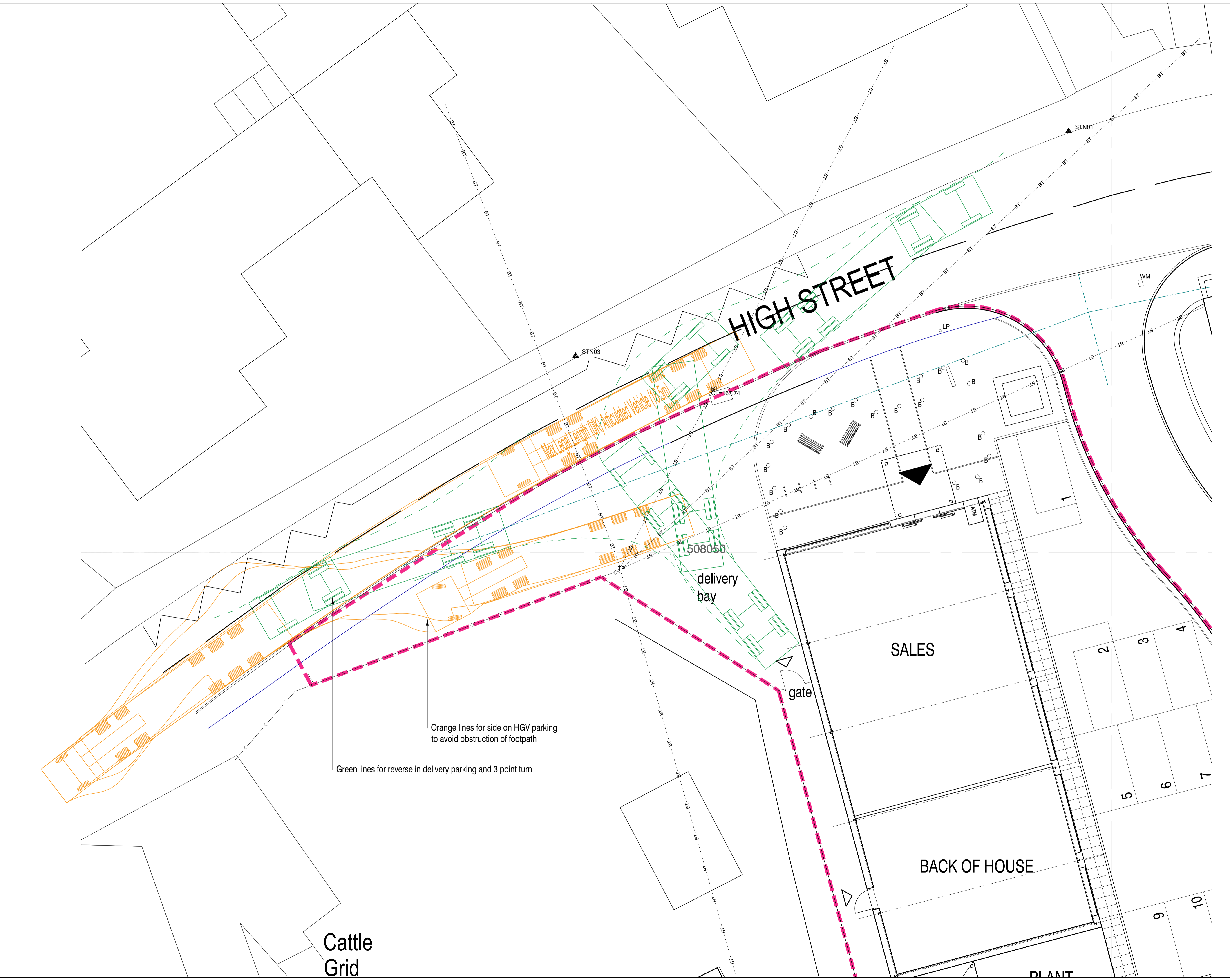
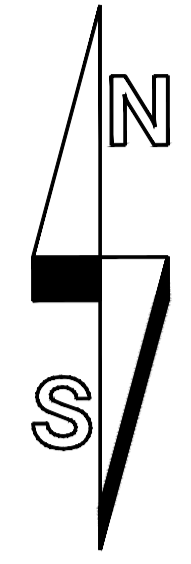
BARRIE MASON
Assistant Director - Highways and Transportation

Author of Report: Ged Lyth

Background Documents: None

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NOTE:
Refer to BGP drawings for proposed Drainage and S278 Works



Orange lines for side on HGV parking to avoid obstruction of footpath

Green lines for reverse in delivery parking and 3 point turn

Cattle Grid

HIGH STREET

SALES

BACK OF HOUSE

delivery bay

gate

PLANT

REVISIONS:

SPA ARCHITECTS
 incorporating DKS Architects
 1 Burdon Way, Stokesley Business Park, Stokesley, Middlesbrough, TS9 5PY
 T: 01642 591555 E: mail@spa-architects.com

Client:		R & J Champion Castleton	
Project:		Proposed Food Store High Street Castleton	
Drawing:		Delivery Vehicle Tracking Plan	
Drawn by:	Checked by:	Scale:	
DJH		1:100@A1	
Project No:	Originator:	Volume / System:	Level / Location:
18028	SPA	ZZ	00
Purpose of Issue:	Date:	Subsity:	Rev:
for Approval	04.06.2020	S2	P0



Area 3 Highways
North Yorkshire County Council
Discovery Way
Whitby
North Yorkshire
YO22 4PZ
Tel: 01609 780780
Email: area3.whitby@northyorks.gov.uk

Our Ref: A3.0920
Contact: Ged Lyth

1st December 2020

Dear Sir/Madam

High Street Castleton – Amendment to the Waiting Restrictions.

We are proposing to introduce new waiting restrictions and revise the restrictions outside Castleton Primary School. These proposals are a consequence of the planning permission granted to the former Champions garage to become a convenience store.

The proposed layout will allow a delivery wagon to park off the highway and will improve the visibility for drivers leaving the approved car parking area to go onto the High Street.

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

The Council is required to consult those either directly affected by this proposal or who may have an interest, and the purpose of this letter is to provide you with details of the proposal. **I would ask that you provide any views you may wish by completing and returning the attached questionnaire or sending an e-mail response by Friday 8th January, 2021.**

If there are significant objections to the proposals during this period and are not resolved or withdrawn, it will be necessary to report them to the Business and Executive Members meeting for a decision by the Corporate Director of Business and Environmental Services in consultation with the executive members. The date and venue of any future meeting will be advised as necessary in due course. I trust this is satisfactory and look forward to receiving your comments.

Yours Sincerely

Helen Watson

Improvement Manager

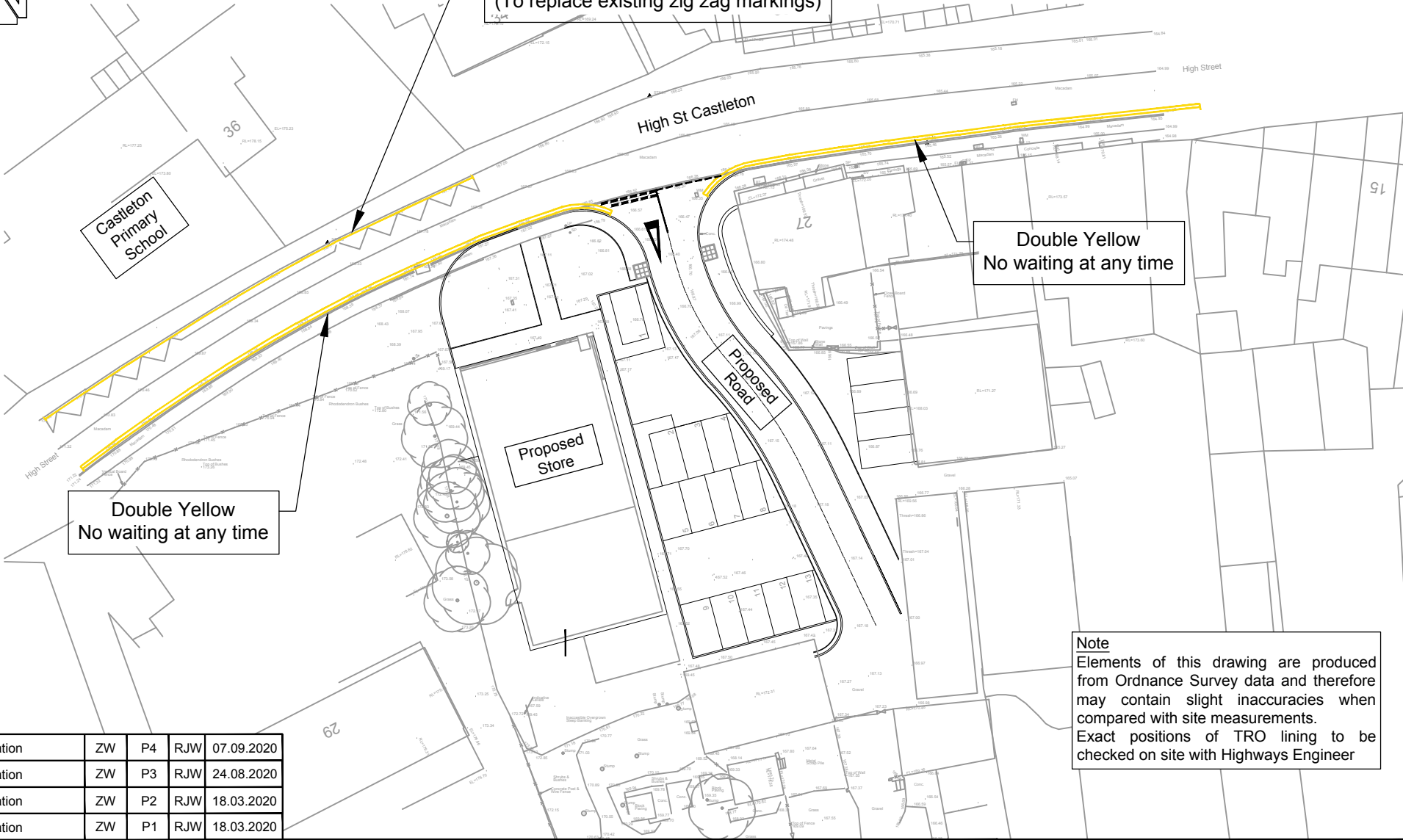


Single Yellow
No waiting 7am to 6pm
(To replace existing zig zag markings)

Double Yellow
No waiting at any time

Double Yellow
No waiting at any time

Note
Elements of this drawing are produced from Ordnance Survey data and therefore may contain slight inaccuracies when compared with site measurements. Exact positions of TRO lining to be checked on site with Highways Engineer



Issued for Information	ZW	P4	RJW	07.09.2020
Issued for Information	ZW	P3	RJW	24.08.2020
Issued for Information	ZW	P2	RJW	18.03.2020
Issued for Information	ZW	P1	RJW	18.03.2020

AMENDMENT	BY	REV	CHK	DATE
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Rev P = Preliminary T = Tender C = Construction LCI = Last Construction Issue

In instances where this drawing completes or partly completes a contract, Billinghurst George & Partners will consider that it's product has been validated, unless in a period not exceeding 90 working days, the client advises to the contrary.

Client NYCC Highways

Title Proposed Parking Restrictions



Billinghurst George & Partners
Civil & Structural Engineers & Building Surveyors
1st Floor, Wellington House, Wellington Court
Stockton-on-Tees, TS18 3TA
T 01642 876 470 @BGPconsulting
E consulting@bgp-teeside.co.uk - W www.bgp-consulting.co.uk

DO NOT SCALE

Drawn: ZW

Date: 18.03.2020

Original Size A4

Checked: RJW

Date: 18.03.2020

Scale: 1:500

Drg. No. **19T2126-126** Rev. **P4**



North Yorkshire County Council

Business and Environmental Services

PROPOSED TRAFFIC REGULATION ORDER

A3.0920 High Street, Castleton.

Proposed introduction and revision of waiting restrictions.

Contact Name:	
Contact Address:	
Contact - Telephone: - Email:	

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

Yes No

Comments / Reasons for objection or support:
(please continue on the other side if required).

Please return to: **North Yorkshire County Council, Area 3 - Whitby Office,
Discovery Way, Whitby, YO22 4PZ**

PLEASE RETURN QUESTIONNAIRES BY 9th January 2021.

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.



Existing 'School Keep Clear' markings to be retained as part of proposals

Castleton Primary School

Double Yellow
No waiting at any time

Double Yellow
No waiting at any time

Proposed Store

Proposed Road

High St Castleton

High Street

Double yellow lines to east of junction reduced in length. Note added to confirm existing 'School Keep Clear' road markings to be retained.	RJW	P5	RJW	19.02.2021
Issued for Information	ZW	P4	RJW	07.09.2020
Issued for Information	ZW	P3	RJW	24.08.2020
Issued for Information	ZW	P2	RJW	18.03.2020
Issued for Information	ZW	P1	RJW	18.03.2020

AMENDMENT	BY	REV	CHK	DATE
Rev P = Preliminary T = Tender C = Construction LCI = Last Construction Issue				

In instances where this drawing completes or partly completes a contract, Billinghurst George & Partners will consider that it's product has been validated, unless in a period not exceeding 90 working days, the client advises to the contrary.

DO NOT SCALE

Client	NYCC Highways
Drawn:	ZW
Checked:	RJW
Date:	18.03.2020

Title	Proposed Parking Restrictions
Original Size	A4
Scale:	1:500

Note
Elements of this drawing are produced from Ordnance Survey data and therefore may contain slight inaccuracies when compared with site measurements. Exact positions of TRO lining to be checked on site with Highways Engineer

	Billinghurst George & Partners Civil & Structural Engineers & Building Surveyors 1st Floor, Wellington House, Wellington Court Stockton-on-Tees, TS18 3TA T 01642 876 470 @BGPconsulting E consulting@bgp-teeside.co.uk - W www.bgp-consulting.co.uk
	Drg. No. 19T2126-126 Rev. P5



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 in the summary section of the form below.

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

Title of proposal	High Street Castleton – Amendment to the Waiting Restrictions.
Brief description of proposal	New “no waiting at any time” and “no waiting between 7am to 6pm”
Directorate	Business and Environmental Services
Service area	Highways
Lead officer	Ged Lyth, Project Engineer, Area 3
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	January 2021

Options appraisal

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

The limited waiting (single yellow line) is proposed to replace an existing advisory school keep clear marking. Other options for this are to leave the advisory marking which has worked well to deter parents and visitors to the school from parking here but there is concerns that this is likely to stop once the new store is open opposite these markings. In addition to the benefits to the school for the area being kept clear of parked cars at school times, this will also benefit the delivery wagon to the new store that is expected daily by keeping the turning area of the vehicle clear.

The no waiting at any time restrictions (double yellow lines) are proposed to keep the visibility clear for the vehicles going back onto the High street after using the new parking spaces in front of the store and to keep the access for the delivery wagon clear. The option of not providing these will result in cars parking on the High Street obscuring the visibility for those drivers using the new access road and the delivery wagon double parking.

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 advertising of the proposals and the works associated with them, if approved, will be paid for by the developer of the new store. It is anticipated that there will be no increased or reduced costs if the proposals are approved.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • 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>	Emissions from travel		X				<p>The approved store is likely to attract more vehicles to the immediate area but whether the waiting restrictions are approved is not expected to have an impact on the emissions</p>
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Other		X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> 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 waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		X				
<p>Reduce water consumption</p>		X				
<p>Minimise pollution (including air, land, water, light and noise)</p>		X				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance conservation and wildlife</p>		X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where relevant)</p>	<p>No impact (Place a X in the box below where relevant)</p>	<p>Negative impact (Place a X in the box below where relevant)</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • 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>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		<p>X</p>				
<p>Other (please state below)</p>		<p>X</p>				

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

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 proposals are not anticipated to have any significant impact on vehicle emissions.

Sign off section

This climate change impact assessment was completed by:

Name	Ged lyth
Job title	Project Engineer
Service area	Area 3 Highways
Directorate	BES
Signature	G Lyth
Completion date	4th Feb 2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date:18/02/21

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	Business and Environmental Services
Service area	Highways and Transportation
Proposal being screened	the introduction of Road Traffic Regulation Order – No waiting restrictions on Castleton High Street
Officer(s) carrying out screening	Ged Lyth
What are you proposing to do?	<ol style="list-style-type: none"> 1. Introduce a No Waiting at Any Time restriction on the south side of the High Street, uphill of the access to the new car park for the new Co-op store. This will be outside the front of the new store. 2. Introduce a No Waiting at Any Time restriction on the south side of the High Street, downhill of the access to the new car park for the new Co-op store. This will be outside the front of residential properties. 3. Replace the advisory school keep clear marking with a no waiting, 7am to 6pm restriction
Why are you proposing this? What are the desired outcomes?	<ol style="list-style-type: none"> 1. To stop vehicles parking in an area that would be obstructing the visibility for drivers of vehicles exiting the access road from the new car park 2. To keep clear and prevent vehicles parking in an area that is needed for the new store's delivery vehicle to get in and off the highway. 3. The replacement of the advisory marking with an enforceable restriction is proposed to keep the road side area outside the primary school clear of parked cars once the new store opens and attracts more vehicles. Keeping this area clear will also help the delivery vehicle to manoeuvre in and off the highway.
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 NYCC'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			X Primary school children
Disability		x	
Sex		x	
Race		x	
Sexual orientation		x	
Gender reassignment		x	
Religion or belief		x	
Pregnancy or maternity		x	
Marriage or civil partnership		x	
NYCC additional characteristics			
People in rural areas		x	
People on a low income		x	
Carer (unpaid family or friend)		x	
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.	No, the area outside the school is generally kept clear of parked vehicles due to the existing school keep clear marking. This means that any primary school children needing to cross the road usually have an area that is clear. The recommendation will be to retain this marking due to the local objections, therefore, there is no anticipated impact on age on the basis that the current situation will remain the same.		
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.	Some of the responses object to the proposals to change the advisory, but highly visible school keep clear marking as it is effective. This comment is included in the response from the School. Therefore the Highway Authority will be recommending to keep the marking.		
Decision (Please tick one option)	EIA not relevant or proportionate:	Yes	Continue to full EIA?;
Reason for decision	No anticipated impact that will differentiate or discriminate.		
Signed (Assistant Director or Equivalent)	Barrie Mason		
Date	18/02/21		