

North Yorkshire Council

Environment Executive Members

12 September 2024

Review of Traffic Regulation Orders – Residential Disabled Parking Bay Objections - Area 6 Boroughbridge

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

1.0 PURPOSE OF REPORT

- 1.1 Since the introduction of Council policy requiring the introduction of traffic regulation orders for residential disabled parking bays (RDPBs), applications for eligible disabled persons parking bays have been received by the local North Yorkshire Council Highways office. Proposals have been developed to introduce designated parking bays for applicants and consultations have been undertaken with the local members to ensure local opinion is fully considered.
- 1.2 Local Members' comments were sought initially on the proposed measures on 7 March 2024 and again at the time of advertising the Traffic Regulation Order (TRO) on the 23 May 2024. The TRO process allows 21 days for formal objections to the proposed restrictions to be lodged with the local Highways office following public advertisement in the local press.
- 1.3 The purpose of this report is to advise the Corporate Director for Environment and the Executive Member for Highways and Transportation of the outcome of the public consultation and for a decision to be taken on whether the following proposals be introduced or set aside in light of the objections received.

2.0 SUMMARY

- 2.1 This report details the outcome of the advertisement period for a proposed Traffic Regulation Order to install two new disabled parking bays and to revoke six existing disabled parking bays.
- 2.2 An objection was received regarding the installation of one of the proposed new disabled parking bays, citing concerns about the necessity given the applicant's existing parking facilities and potential parking displacement for other residents. Additionally, objections were raised against the proposed revocation of two of the existing disabled bays, with residents asserting their continued need for these bays and holding valid blue badges.
- 2.3 After thorough consideration, the recommendation is to proceed with the installation of the new disabled bay as proposed, ensuring the applicant's accessibility needs are met. Furthermore, the recommendation includes removing the two bays that received objections from the revocation schedule, allowing them to remain in place to support the current residents who rely on them. This approach balances the need for accessibility with the concerns of the community, promoting inclusivity and minimising disruption.

3.0 BACKGROUND

- 3.1 Residential Disabled parking bays (RDPBs) can be introduced to provide on street parking in residential areas for 'blue badge' holders. The Council's policy states that bays should only be considered when an individual does not have access to off-street parking such as a drive or garage. RDPBs are not for the exclusive use of one resident but can be used by any 'blue badge' holder.
- 3.2 Disabled parking bays require a Traffic Regulation Order to be in place for them to be enforceable. Historically, some advisory and therefore unenforceable, residential disabled parking bays were introduced with no Traffic Regulation Order. The Traffic Signs Regulations and General Directions 2002 do not however permit the use of disabled parking bay road markings without a Traffic Regulation Order and as a consequence enforcement action cannot be taken against those that misuse the bays.
- 3.3 The Residential Disabled Parking Bay policy was approved in August 2011 which determined that only enforceable bays would be provided. In line with this decision, a new two-stage assessment criterion was developed to consider applications.
- 3.4 The first stage of the assessment is undertaken by Customer Resolution Centre officers and if all criteria are met, the application is forwarded to the local Area Highways Office to undertake the Stage Two highway / site assessment. If all criteria are met, highways officers progress a Traffic Regulation Order. The assessment criteria for both stages are outlined in Appendix A.
- 3.5 The enabling TRO was advertised for public comment on 23 May 2024 as the North Yorkshire Council (Borough of Harrogate (Parking and Waiting) (No.13) Order 2024. The last date for receipt of objections was 14 June 2024.
- 3.6 In total two new RDPBs were advertised. In addition, the TRO also sought to remove six existing disabled parking bays which have been introduced in previous traffic regulation orders which are either no longer required or which were not implemented after the making of the traffic regulation order. These revocations were at the following sites;
- Main Street (C87), Melmerby
 - 28 Princess Royal Road, Ripon
 - 30 Kingsway, Hubby
 - Main Street, Kirk Deighton
 - Bridge View Road, Ripon
 - Wakeman Road, Ripon
- 3.7 One of the proposed RDPBs received no objections and therefore will be implemented under the powers of delegation awarded to the Corporate Director for Environment. The site is detailed below;
- Crescent Parade, Ripon
- 3.8 Four of the proposed revocations of existing RDPBs received no objections and therefore will be revoked under the powers of delegation awarded to the Corporate Director for Environment. These sites are detailed below;
- 28 Princess Royal Road, Ripon
 - 30 Kingsway, Hubby
 - Bridge View Road, Ripon
 - Wakeman Road, Ripon

- 3.9 Appendix B lists the objections/representations that have been received to the remaining application and to the proposed revocations and includes a detailed report in respect of each objection together with officer's comments and recommendations.
- 3.10 The consideration of objections to Traffic Regulation Orders (TROs) is 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 Environment in consultation with Executive Member for Highways and Transportation. The decision-making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A 'wide area impact TRO' is classed as a proposal satisfying all of the three criteria set out below.
- The proposal affects more than one street or road and;
 - The proposal affects more than one community and;
 - The proposal is located within the ward of more than one Councillor.
- 3.11 The proposed TROs have not been defined as a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.

4.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 4.1 This report addresses recent objections to the proposal of one new disabled bay and the revocation of two existing disabled bays. Disabled parking bays are designated spaces intended to provide accessible parking for individuals with disabilities, ensuring their mobility and independence. However, these provisions often face objections from various stakeholders. Understanding these objections and addressing them effectively is crucial for maintaining inclusivity and compliance with legal requirements. An in-depth analysis of all objections received, and officer's comments and recommendations have been included in Appendix B.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 5.1 Feedback from local members was requested initially on 7 March 2024, regarding the proposed measures, and once more on 23 May 2024, upon the advertisement of the Traffic Regulation Order (TRO). Comments were received from three objectors all of whom were members of the public, the details of which are included in Appendix B along with officer analysis, comments, and recommendations.

6.0 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 In light of the objections received, we considered several alternative options regarding both the installation of the new disabled bay at 1 Ure Bank Top, Ripon and the revocation of existing disabled bays at Main Street, Kirk Deighton and Main Street, Melmerby. After careful evaluation, it is recommended that the disabled parking bay at 1 Ure Bank Top, Ripon be introduced as originally planned and for the revocations that received objections, to remove them from the schedule and for the bays to remain in-situ. This section outlines the alternative options considered and the rationale for recommending proceeding as detailed above. Alternative Options for the New Disabled Bay at 1 Ure Bank Top, Ripon:
1. Forego Installation of the New Disabled Bay:
 - Description: An alternative option was to forego the installation of the new disabled bay entirely, given the objections raised by the resident concerning the applicant's existing parking facilities and the potential impact on neighbouring residents.
 - Evaluation: While this option would address the immediate concerns of the objecting resident, it would fail to meet the needs of the applicant, who has been deemed to require accessible parking despite their current facilities.

2. Relocate the New Disabled Bay:

- Description: Another alternative was to consider relocating the proposed disabled bay to a different area within the vicinity to minimise displacement effects on other residents.
- Evaluation: Relocating the bay would still require significant planning, including re-advertisement of the bay which could delay installation by months, leaving the resident without adequate parking. Installation in an alternate location may not necessarily resolve the issues of parking displacement and convenience for the objector. Moreover, finding an alternative location that meets the accessibility needs of the applicant and complies with legal standards while adhering to the objectors' concerns would not prove possible.

6.2 Alternative Options for the Bays to be Revoked that Received Objections:

1. Proceed with the Revocation and Require Reapplication:

- Description: One alternative was to proceed with the planned revocation of the existing disabled bays and require the current residents to reapply for the bays.
- Evaluation: This option was deemed impractical for several reasons:
 - i) Criteria Fulfilment: The residents currently holding valid blue badges already meet the stage 1 and 2 criteria for disabled bay allocation, confirming their ongoing need for these facilities.
 - ii) Timescale and Cost: The process of revoking and uninstalling the bays, following the entire TRO process to propose them as new bays, and then potentially reinstating the bays would involve considerable time and financial resources. This approach does not present a cost-effective or efficient solution.
 - iii) Disruption: Revoking and then reinstating the bays would cause unnecessary disruption to the disabled residents who rely on these bays for their daily mobility and independence.

The decision to recommend the new disabled bay at 1 Ure Bank Top, Ripon and retain the existing bays at Main Street, Kirk Deighton and Main Street, Melmerby after careful consideration of the objections, is based on a thorough evaluation of alternative options and their respective impacts. This approach ensures the needs of disabled residents are met efficiently and effectively, maintaining compliance with accessibility standards, and promoting community harmony.

7.0 FINANCIAL IMPLICATIONS

7.1 Funding is available from the existing Highways Area 6 'Signs, Lines and TRO' budget to support the installation of all of measures detailed in this report which are estimated to be in the region of £1,500.

8.0 LEGAL IMPLICATIONS

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 Order comes into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.

8.2 Where an Order has been made (ie sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.

- 8.3 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this Report, Officers consider that the Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision.
- 8.4 All other main legal aspects are covered in Section 3 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.
- 8.5 In accordance with the protocol for Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on 6 September 2024.

9.0 PUBLIC ENQUIRY IMPLICATIONS

- 9.1 Regulation 9 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.

10.0 EQUALITIES IMPLICATIONS

- 10.1 By prioritising accessibility and addressing the needs of disabled residents, we are reinforcing our commitment to equality and inclusivity. These measures not only comply with legal obligations but also contribute to a supportive and cohesive community. Ensuring that all residents have equal opportunities to access essential services and participate in community life is a fundamental principle guiding our actions. An Equalities Impact Assessment Screening was completed (Appendix C) to determine whether there was an adverse impact on any groups with protected characteristics, the outcome of which was that there was no adverse impact from the proposed Order.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 The installation of new disabled bays and the revocation/retention of existing disabled bays have minimal implications for climate change due to the localised and small-scale nature of these schemes. This section explores the limited impact of the proposed measures on climate change.
- 11.2 The creation, retention or removal of disabled bays are localised actions that affect only small areas. These measures are implemented on a resident-by-resident basis, resulting in minimal environmental disruption. As a result, the overall impact on climate change is negligible due to the small scale and targeted nature of the interventions. Additionally, the construction and maintenance activities required for these bays are minimal, involving limited physical alterations and using small amounts of materials. The carbon footprint associated with these activities is very low, ensuring that there is no significant contribution to greenhouse gas emissions.
- 11.3 The introduction of a couple of disabled bays in specific locations does not alter overall traffic patterns or congestion levels in any significant way. Vehicle emissions related to traffic flow remain largely unchanged, indicating no substantial impact on air quality or greenhouse gas emissions. Moreover, since disabled bays are allocated based on individual resident needs, their usage is limited to a specific number of users who require accessible parking. Consequently, there is no increase in the number of vehicles on the road, thus maintaining the status quo in terms of emissions and environmental impact.

- 11.4 Providing accessible parking close to homes and services helps disabled residents maintain a localised lifestyle, potentially reducing the need for longer trips. Any positive environmental effects, while minor, contribute to a more sustainable community lifestyle without significant changes in overall emission levels.

12.0 CONCLUSIONS

- 12.1 Appendix A details the two stage assessment criteria for the introduction of RDPBs. The first stage of the assessment is undertaken by Customer Service Centre officers and if all criteria are met, the application is forwarded to the local Area Highways Office to undertake the Stage Two highway / site assessment. If all criteria are met, highways officers progress a Traffic Regulation Order.
- 12.2 Appendix B lists the objections/representations that have been received to the proposals and includes a detailed report in respect of each objection together with officer's comments and recommendations.
- 12.3 Any comments received from the relevant Local Members are included in the appropriate detailed report. In accordance with the protocol for Environment Executive Member reports, the Local Members will be provided with a copy of this report and be invited to the meeting on 12 September 2024
- 12.4 Despite receiving objections to one of the proposed new disabled bays it is recommended that installation of the bay at 1 Ure Bank Top should proceed. Following objections to the proposed revocation of the disabled bays at Main Street, Kirk Deighton and Main Street, Melmerby. It is the recommended that the bays be removed from the schedule and remain in-situ.

13.0 REASONS FOR RECOMMENDATIONS

- 13.1 The reasons for the recommendations in section 21.0, are as detailed in both section 6.0 and Appendix B, and are as follows:
- Recommendation i) – The reason for this recommendation is that while the resident has expressed concerns regarding the applicant's requirement for a disabled bay and the impact this installation may have. The applicant has met both stage 1 and stage 2 criteria, after exploration there aren't any viable alternatives solutions, the street is terraced housing where car widths can exceed housing widths and the area is not a residents parking zone. There is no guarantee that residents are able to park outside their own property and the likelihood is there will be little to no effect from the installation of a disabled parking bay.
 - Recommendation ii) – The reason for this recommendation is that the original applicant for the bay is still a resident at this address and still holds a valid blue badge, there have been no changes to circumstance meaning they meet stage 1 and 2 criteria and therefore the bay is still required. The alternative solution is to revoke the bay then have the resident re-apply and then reinstall the bay, this is not time or cost effective and will impact the resident's quality of life in the months this could take to process.
 - Recommendation iii) – The reason for this recommendation is that the original applicant for the bay is still a resident at this address and still holds a valid blue badge, there have been no changes to circumstance meaning they meet stage 1 and 2 criteria and therefore the bay is still required. The alternative solution is to revoke the bay then have the resident re-apply and then reinstall the bay, this is not time or cost effective and will impact the resident's quality of life in the months this could take to process.

14.0 RECOMMENDATION(S)

- 14.1 That the disabled parking bay at 1 Ure Bank Top be introduced as proposed.
- 14.2 That the disabled parking bay at 1 St Mark's Terrace, Main Street, Kirk Deighton remain in-situ and be removed from the schedule for revocation and that the Corporate Director and Executive Member note that this bay may be proposed for revocation in future TRO proposals, should circumstances change.
- 14.3 That the disabled parking bay at Hall Cottage, Main Street, Melmerby remain in-situ and be removed from the schedule for revocation and that the Corporate Director and Executive Member note that this bay may be proposed for revocation in future TRO proposals, should circumstances change.

APPENDICES:

Appendix A – Assessment/ Eligibility Criteria

Appendix B – Schedule of the representations where objections have been received and subsequent officer recommendations.

Appendix C - Equality impact assessment

Barrie Mason

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

County Hall

Northallerton

12 September 2024

Report Author – Jake Woodward – Project Engineer

Presenter of Report – Heather Yendall – Improvement Manager

Assessment/ Eligibility Criteria

Stage 1 - eligibility criteria (managed by the Customer Services Centre or self-served through website and requiring the applicant to complete an application form)

The eligibility criteria used for assessment are set out below:

1. The request is on the grounds of disability for access and not for reasons of vandalism or solely for reasons that (without a bay) a car has to be parked in a dangerous place or at distance
2. The driver must be unable or virtually unable to walk or propel a wheelchair further than 50 metres (70 yards) outside the home.
3. The driver must be:
 - the Blue Badge holder **and**
 - Requesting a disabled parking bay for the same address as their Blue Badge has been issued **and**
 - owner of the vehicle (evidence of vehicle ownership will be required)

It is expected that a non-disabled driver would drop the disabled person off and then park the vehicle. Exceptions to this are where the disabled person is a passenger and not safe to be left alone, e.g. Huntington's, children/adults with severe behavioural problems. Where there is such an exception advice is available by following this link

<http://www.northyorks.gov.uk/index.aspx?articleid=3197> and completing a request to Health and Adult Services.

4. The driver must not have access to suitable off-street parking, for example a driveway or garage. If the person already has suitable off-street parking, an additional parking bay cannot be provided as the disabled person should be the primary user of an existing off-street facility (this will also be assessed at stage
5. The driver should not be able to regularly park their vehicle on the public highway within 50m (70 yards) of the household

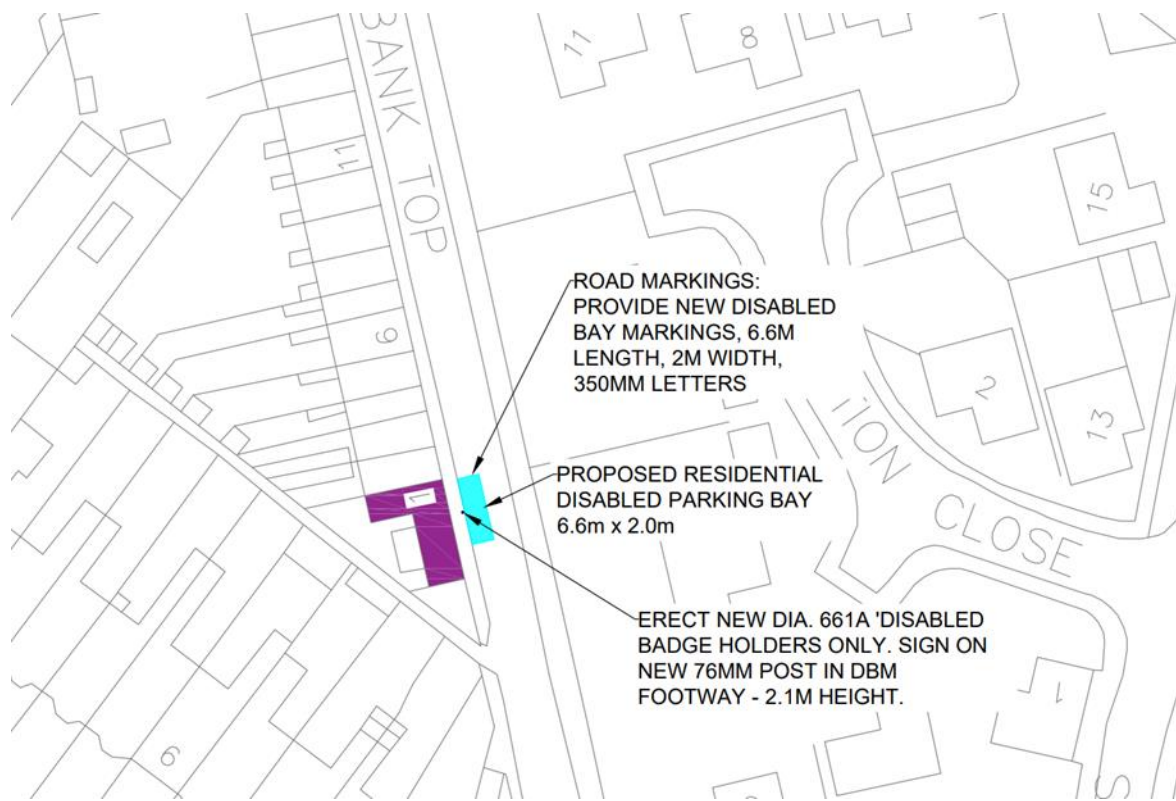
Stage 2 – highway conditions (assessed by the Highways Area Office on receipt of a completed application form)

The application may be declined if one or more of the following exist:

- The request is for highway that is not maintainable at public expense.
- The driver has access to suitable off-street parking, for example a driveway or garage. If the person already has suitable off-street parking, an additional parking bay cannot be provided as the disabled person should be the primary user of an existing off-street facility. The suitability of the off-street parking facility should be considered in line with DfT guidance. Specifically:
 - whether it is located on firm and level ground
 - whether the gradient is reasonably level e.g. 1:50
 - whether there is space to enable the disabled driver to get into the car easily and safely
- Waiting restrictions (for example double/single yellow lines, clearways / bus stop clearways and school keep clear road markings) are already in place or have been proposed in the requested location.
- Access or visibility would be impaired by the parking bay.
- The road is not wide enough to allow the free flow of traffic when a vehicle is parked in the bay.
- The location is listed in the Highway Code as a place where vehicles should not be parked.
- The road has a speed limit over 30mph.
- The current number of disabled parking bays installed is higher than 10% of the total number of residential properties or 10% of the number of parking spaces in the street, whichever is higher i.e. 40 houses = maximum number of 4 Disabled Bays in that street.

SCHEDULE OF REPRESENTATIONS WHERE OBJECTIONS HAVE BEEN RECEIVED AND SUBSEQUENT OFFICER RECOMMENDATIONS

1. URE BANK TOP, RIPON [RIPON URE BANK & SPA]



Objector[s]: Resident, Ure Bank Top, Harrogate, HG4 1JD

Suggests that the applicant does not require a disabled parking bay as the applicant has the largest house of the row of terraces, a garage to provide off street parking and a H-Bar outside the garage to prevent the access to the garage being blocked which in turn acts as reserved parking. Objector also raised the issue that the parking space would potentially displace residents creating a knock-on effect and prevent them from parking outside their own property potentially being displaced to neighbouring streets. Objector is worried that the effects on parking may decrease property value.

Officer comments and recommendations:

Officers are aware of the concerns and parking impact of the introduction of a 6.6m bay, especially in built up areas with terraced housing as the bays tend to be wider than the properties at these locations. In previous reviews officers have sought to reduce the length of the bays through special authorisations from the Department for Transport (DfT). As detailed previously, the DfT have advised that they will no longer issue special authorisations for reduced length disabled bays following advice sought from the disabled advisory team in the Department during the consultation over the revised Traffic Signs Regulations and General Directions.

Officers accept that statutory length 6.6 metre bays are appropriate in shopping or commercial areas to serve adapted vehicles. However, the DfT's position (see above) does not appear to recognise the merits in reducing disabled parking bay lengths in residential areas which would remove the likelihood of objections by neighbouring residents and impact upon parking capacity in

streets where parking is at a premium. Most RDPB applicants do not have adapted mobility vehicles which require extended rear access and would easily be accommodated in a 5 metre bay.

Given the DfT's position, the only option available is to introduce bays at 6.6m lengths.

Objector suggested that the applicant could utilise their garage for safe off-street parking. The objectors reasoning is correct and in stage 1 of the assessment if the applicant has access to suitable off-street parking e.g., a garage then the primary use for this should be parking for the applicant. However, as previously mentioned in Appendix A this is also assessed in stage 2. For the applicant to have met stage 2 criteria it means the garage did not provide a suitable alternative to a disabled parking bay. The applicant passed the stage 2 criteria as the garage space did not allow the applicant to enter and exit the car easily and safely.

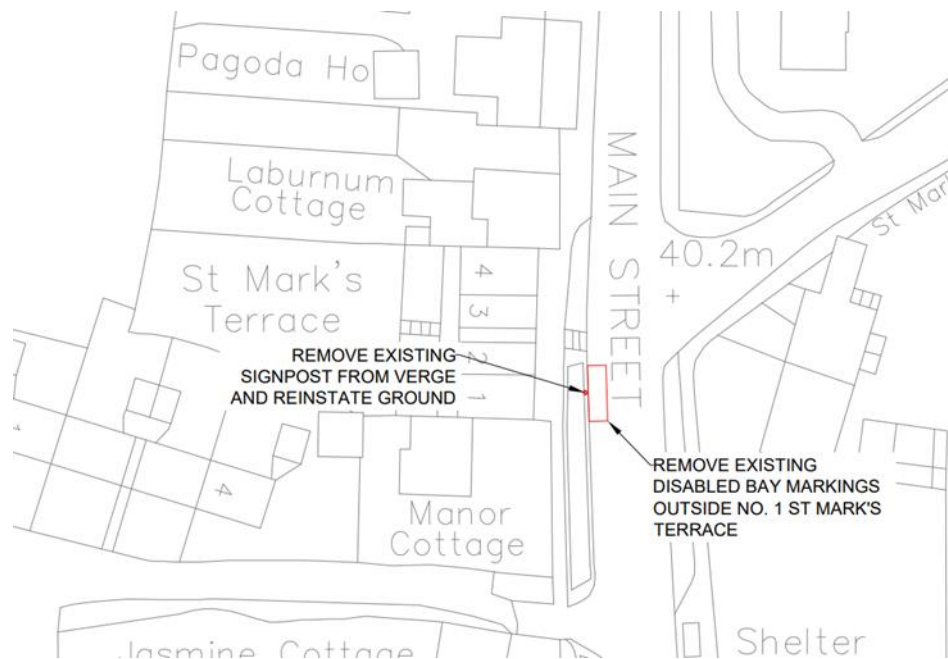
Objector also suggested the H-Bar outside the garage could be used for reserved parking as no other resident is able to park there. However, the H-Bar was not installed for reserved parking but for access to the garage as the doors open out onto the highway and parking a vehicle in front would prevent access for the resident.

Objector is concerned that the installation of a disabled parking may effect property values for residents as there would be no guarantee of being able to park outside one's own address. As the street is terraced housing where car widths can exceed housing widths and the area is not a residents parking zone, there is no guarantee that residents are able to park outside their own property. The likelihood is there will be little to no effect from the installation of a disabled parking bay.

The applicant meets all the stage 1 and stage 2 assessment criteria for the introduction of a residential disabled parking bay and officers therefore consider that there is no valid reason why a bay could not be provided at this time.

RECOMMENDATION: that the disabled parking bay at 1 Ure Bank Top be introduced as proposed and that the Corporate Director and Executive Member note that this may impact upon parking opportunity for neighbouring residents.

2. **MAIN STREET, KIRK DEIGHTON
[SPOFFORTH WITH LOWER WHARFDALE & TOCKWITH]**



Objector[s]: Resident, 1 St Mark's Terrace, Kirk Deighton, LS22 4EE

Objector is the resident of St Mark's Terrace and is the original applicant for the bay, resident suffers from multiple sclerosis and with parking in the village being so difficult the facility of a disabled parking bay is necessary.

Officer comments and recommendations:

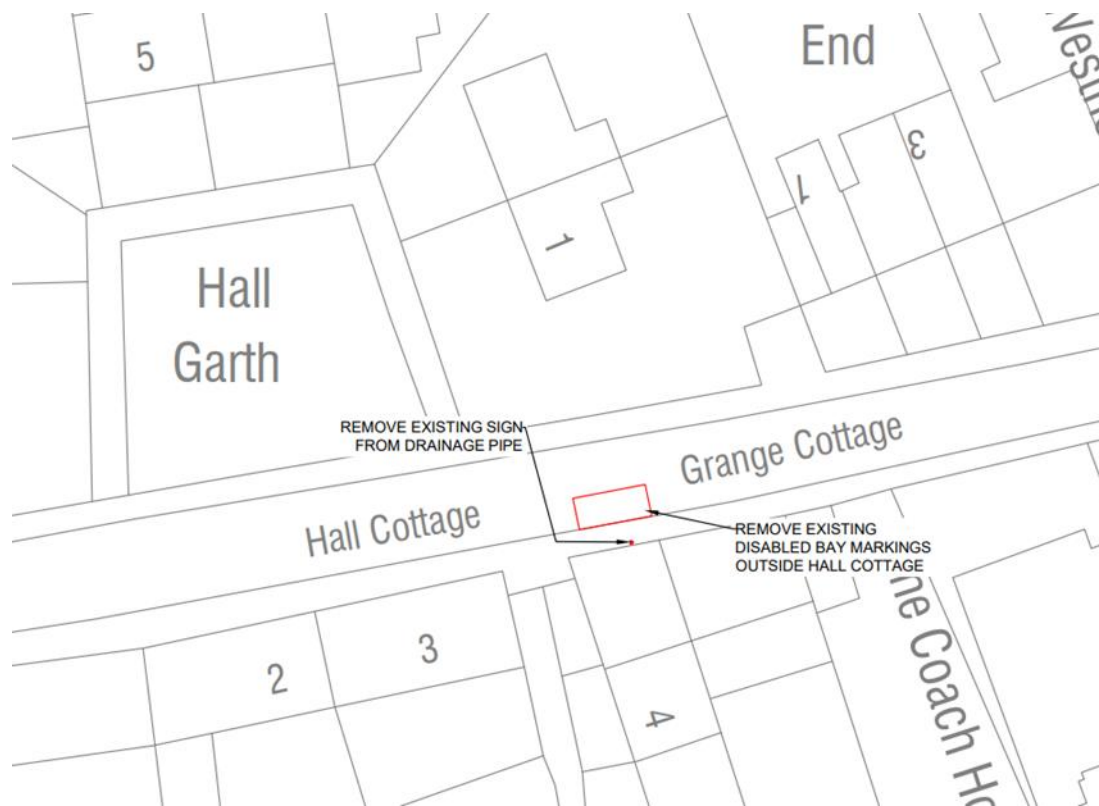
Disabled bays are allocated on a person-by-person basis and cannot be transferred over to other residents without an application. Disabled bays are revoked for a number of reasons, either the applicant is deceased, they have changed addresses, or they no longer have a valid blue badge.

This disabled parking bay was ordered for revocation due to the resident no longer holding a valid blue badge, unfortunately the applicant has informed us that at that time they were in the process of renewing their badge. Officers have confirmed with the resident that they now hold a valid blue badge again.

As previously mentioned, bays are allocated on a person-by-person basis and as the original applicant holds a valid blue badge and is still registered at the address of the original application it is recommended that the bay remain in-situ and not be revoked. The applicant still meets stage 1 and stage 2 criteria and there is no reason why the bay should therefore be removed.

RECOMMENDATION: that the disabled parking bay at 1 St Mark's Terrace, Kirk Deighton remain in-situ and be removed from the schedule for revocation and that the Director and Members note that this bay may be proposed for revocation in future TRO proposals, should circumstances change.

3. **MAIN STREET, MELMERBY
[WATHVALE & BISHOP MONKTON**



Objector[s]: Resident, Hall Cottage, Melmerby, HG4 5HA

Objector is the resident of Hall Cottage and is the original applicant for the bay, resident suffers from fibromyalgia as does their son, residents' wife also has complex medical problems. All other residencies have off road or garage parking apart from this property where the disabled bay is the only parking they have access to.

Officer comments and recommendations:

Disabled bays are allocated on a person-by-person basis and cannot be transferred over to other residents without an application. Disabled bays are revoked for a number of reasons, either the applicant is deceased, they have changed addresses, or they no longer have a valid blue badge.

This disabled parking bay was ordered for revocation due to the resident no longer holding a valid blue badge, unfortunately the applicant has informed us that at that time they were in the process of renewing their badge. The resident has been in and out of hospital recently and is in the process of renewing their badge. The original application was for both the resident and his wife. Officers have confirmed with the resident that the wife still holds a valid blue badge and resident has expressed that removing the bay would leave her housebound.

As previously mentioned, bays are allocated on a person-by-person basis and as one of the original applicants holds a valid blue badge and is still registered at the address of the original application it is recommended that the bay remain in-situ and not be revoked. The applicant still meets stage 1 and stage 2 criteria and there is no reason why the bay should therefore be removed.

RECOMMENDATION: that the disabled parking bay at Hall Cottage, Main Street, Melmerby remain in-situ and be removed from the schedule for revocation and that the Director and Members note that this bay may be proposed for revocation in future TRO proposals, should circumstances change.

EQUALITIES IMPACT ASSESSMENT

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	Area 6		
Proposal being screened	North Yorkshire Council (Various roads, Borough of Harrogate) (Disabled persons parking bays) (No. 13) Order 2024		
Officer(s) carrying out screening	Jake Woodward		
What are you proposing to do?	Install two (2) new disabled parking bays and revoke six (6) new disabled parking bays, two (2) of the disabled bays that are to be revoked it has been recommended they be removed from the schedule as the original applicants are still residents at these addresses and hold valid blue badges.		
Why are you proposing this? What are the desired outcomes?	To provide accessible parking for residents that have met stage 1 and stage 2 criteria for a new disabled bay and to reduce the impact on their lives with regards to finding sufficient parking. We are proposing to revoke bays that are no longer in use to provide additional on street parking in areas where it is required.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No, there is funding available to support the installation of these measures.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics As part of this assessment, please consider the following questions:			
<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? 			
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.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
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	

People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	
Are from the Armed Forces Community		X	
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.	Yes, disabled bays are provided on a case-by-case basis and aim to serve an individual applicant. Therefore the bays are installed in areas where there is a known resident with a disability.		
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, the bays are assigned individually, therefore the effects they have are minimal as they are localised to residents' addresses.		
Decision (Please tick one option)	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:
Reason for decision	The proposal has no adverse impacts on any protected groups and the scale of the proposals are small and do not affect wide areas or large groups of people.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	02/09/2024		