

North Yorkshire Council

Environment Executive Members

11 October 2024

Review of Traffic Regulation Orders – Parking and Waiting Restrictions - Old Park Mews, Ripon and King Street, Ripon

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

1.0 PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise the Corporate Director of Environment 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 no waiting at anytime proposals for Old Park Mews, Ripon and King Street, Ripon be introduced or set aside in light of the objections received.
- 1.2 Local Members' comments were sought at the time of advertising the Traffic Regulation Order (TRO) on 8 August 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.

2.0 SUMMARY

- 2.1 This report details the outcome of the advertisement period for a proposed Traffic regulation Order to introduce no parking or waiting at any time restrictions, marked by Double Yellow Lines at Old Park Mews, Ripon and King Street, Ripon in response to a request made by the Local member. Parking in this locale can cause problems of obstruction, restricted visibility and hindering the passage of vehicles. Parking at or near the junction creates further problems with access and egress for both pedestrians and drivers.
- 2.2 An objection was received regarding the installation of the proposed parking and waiting restrictions at King Street, Ripon, citing concerns about a reduction in available parking for local residents.
- 2.3 After thorough consideration, the recommendation is to proceed with the installation of the new parking and waiting restrictions, avoiding danger to persons or other traffic using the road or any other road and preventing the likelihood of any such danger arising. The current situation presents hazards due to obstructed visibility and causing vehicles to encroach on the opposite side of the road. Implementing these restrictions would be prioritising the well-being of the community and proactively addressing safety risks that could otherwise result in serious harm.

3.0 BACKGROUND

- 3.1 Old Park mews, Ripon is a residential road which is accessed from Park Street, Ripon (C423/1/20). There is a history of vehicles parking along Old Park Mews up to the junction where it meets Park Street, the Highway Code rule 243 states that vehicles should not park within 10 metres of a junction. While not backed by UK Law the guidance is there for safety reasons, to maintain visibility out of a junction and to prevent the need for vehicles to cross the central white line when entering/exiting a junction. The same can be said for King Street,

Ripon, there is a history of vehicles parking up to the junction with the roundabout at the top of King Street, when exiting the roundabout onto King Street vehicles are forced onto the opposite side of the carriageway, with visibility obstructed by the parked vehicles.

- 3.2 The enabling TRO was advertised for public comment on Thursday 08 August 2024 as The North Yorkshire Council (Various Roads, Ripon) (Parking and Waiting) (No 27) Order 2024. The last date for receipt of objections was Thursday 29 August 2024.
- 3.3 In total Parking and Waiting Restrictions were proposed at two locations, in the Ripon area shown in Appendix A, these were as follows: -
- Old Park Mews, Ripon (U3236/2/50)
 - King Street, Ripon (C377/2/2)
- 3.4 One (1) of the proposed parking and waiting restrictions received no objections and therefore will be implemented under the powers of delegation awarded to the Corporate Director of Environment. This site is detailed below:
- Old Park Mews, Ripon (U3236/2/50)
- 3.5 Appendix B lists the objections/representations that have been received to the remaining application and includes a detailed report in respect of each objection together with officer's comments and recommendations.
- 3.6 The consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Executive and the role of the Area Committee has 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 Environment Executive Members. 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.
- 3.7 The proposed TROs have not been defined as a 'wide area impact TRO' and therefore the Area 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 parking and waiting restrictions at King Street. Parking and waiting restrictions are implemented in specific areas for a variety of reasons, the main being safety and preventing incidents for both vehicles and pedestrians. 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 on 8 August, 2024, upon the advertisement of the Traffic Regulation Order (TRO). Alongside advertisement, letters were dropped at the resident addresses of King Street, Ripon between house numbers 1a to 8. Comments were received from one objector who was a member 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 to the proposed parking and waiting restrictions at King Street, we considered several alternative options to try and address the safety issues while minimising the impact on residents and local businesses.
- 6.2 **Introduction of Traffic Calming Measures:** The possibility of implementing traffic calming measures, such as speed bumps, chicanes, or road narrowing, was explored as a means to reduce vehicle speeds and enhance pedestrian safety. However, these measures alone would not effectively mitigate the visibility and safety issues caused by parked vehicles, particularly in a critical area near the junction for a roundabout and near pedestrian crossing points.
- 6.3 **Designated/Resident Parking Zones:** Another option considered was the creation of designated parking zones or restricted parking times, allowing for some level of parking while managing its duration and location. While this approach could address the concerns for loss of parking for Residents, it would not sufficiently address the core safety concerns related to visibility and road user behaviour in high-risk areas.
- 6.4 **Pedestrian Safety Enhancements:** The introduction of additional pedestrian crossings or improved signage was considered as a way to enhance safety for non-motorized road users. While these measures could improve pedestrian awareness, there are already tactile crossings at the roundabout junction and the locale does not have the appropriate geometry/visibility for any other measures, they also do not address the fundamental problem of parked vehicles obstructing sightlines and creating dangerous situations for both pedestrians and drivers.
- 6.5 After thorough evaluation, it was determined that none of these alternatives would sufficiently resolve the safety concerns at hand. The introduction of parking and waiting restrictions remains the most effective and sustainable solution to ensure the safety of all road users.

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 of 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 (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 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. Here's how the Council is complying with its duty under Section 122 and Section 122(2) of the Act:
- 8.4 Securing Expeditious, Convenient, and Safe Movement of Traffic:
The Council's primary objective is to ensure the efficient, convenient, and safe movement of both vehicular and pedestrian traffic, as required by Section 122. Installing parking and waiting restrictions helps prevent obstruction on roads, ensuring better traffic flow, and enhancing road safety for all users, including pedestrians. This measure is particularly important at the proposed locations.
- 8.5 Considerations under Section 122(2):
In addition to promoting safe and efficient traffic movement, the Council has given due regard to the matters specified in Section 122(2), striking a balance between this primary objective and other relevant factors:
- 8.6 Maintaining Reasonable Access to Premises
- The Council has ensured that, wherever parking and waiting restrictions are introduced, reasonable access to residential and commercial premises is maintained.
- 8.7 Effect on Amenities and Heavy Commercial Vehicle Regulation
- The installation of double yellow lines also helps regulate the use of roads by heavy commercial vehicles in residential and sensitive areas. By restricting parking and waiting on these selected areas, visual and noise impacts of heavy traffic are mitigated, helping protect the character of the locality.
- 8.8 National Air Quality Strategy
- Reducing traffic congestion through proper regulation, such as installing double yellow lines, contributes to improving air quality in line with the National Air Quality Strategy. When traffic flows more efficiently, vehicle emissions decrease, supporting the Council's efforts to comply with air quality standards under the Environmental Protection Act 1995.
- 8.9 Facilitating Public Service Vehicles and Ensuring Safety
- The Council recognizes the importance of ensuring the efficient movement of public service vehicles (e.g., buses, taxis), as well as the safety and convenience of passengers using or desiring to use these services. The proposed locations do not affect local bus routes, the introduction of these restrictions would aid in improving traffic flow and making the movement of taxis more efficient.
- 9.0 BALANCING OBJECTIVES**
- 9.1 While the Council's primary goal is to secure the safe and convenient movement of vehicular traffic, it also understands that this objective must sometimes yield to the factors set out in Section 122(2).
- 9.2 By considering these factors in its decision to install parking and waiting restrictions, the Council achieves a balance between promoting traffic flow and addressing other community, environmental, and safety concerns. This ensures that the measures taken align with the overarching public interest, providing a safer and more accessible road network while minimizing negative impacts on the local community.
- 9.3 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.

9.4 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 the 04 October 2024.

10.0 PUBLIC ENQUIRY IMPLICATIONS

10.1 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 was only one objection 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.

11.0 EQUALITIES IMPLICATIONS

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

12.0 CLIMATE CHANGE IMPLICATIONS

12.1 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 D.

13.0 CONCLUSIONS

13.1 Appendix A details the location plans for the proposed Parking and Waiting restrictions at both Old Park Mews, Ripon and King Street, Ripon.

13.2 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.

13.3 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 04 October 2024

13.4 Despite receiving objections to one of the proposed new parking and waiting restrictions it is the recommendation of the officer that installation of the Double yellow Lines reflecting the Parking and Waiting restrictions at King Street, Ripon, proceed.

14.0 REASONS FOR RECOMMENDATIONS

14.1 The reasons for the recommendations in section 14.0, are as detailed in both section 6.0 and Appendix B, and are as follows:

14.2 Recommendation i) – The reason for this recommendation is the proposed parking and waiting restrictions on King Street are essential to address significant safety concerns, particularly improving visibility for vehicles exiting the roundabout and preventing dangerous driving behaviours. While alternative solutions, such as a residents' parking scheme, were

considered, they do not effectively mitigate the safety risks at this location. The primary objective of the restrictions is to ensure the safe flow of traffic and protect all road users, which is why it is recommended that the restrictions still be imposed.

15.0 RECOMMENDATION

- 15.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation approves the parking and waiting restrictions at Old Park Mews and King Street, Ripon be introduced as proposed and the impact upon parking opportunity for neighbouring residents is noted.

APPENDICES:

Appendix A – Location Plans

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

Appendix C – Equality impact assessment

Appendix D – Environmental impact assessment

Barrie Mason

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

Northallerton

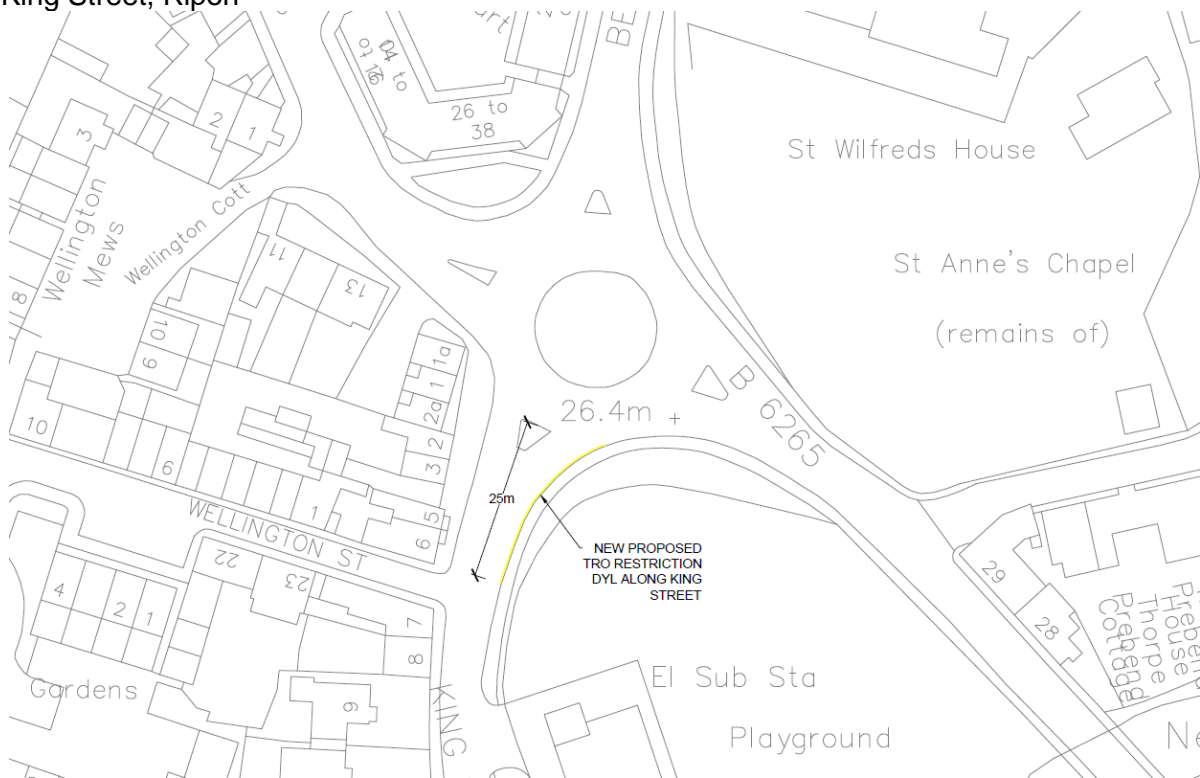
12 September 2024

Report Author – Jake Woodward – Project Engineer

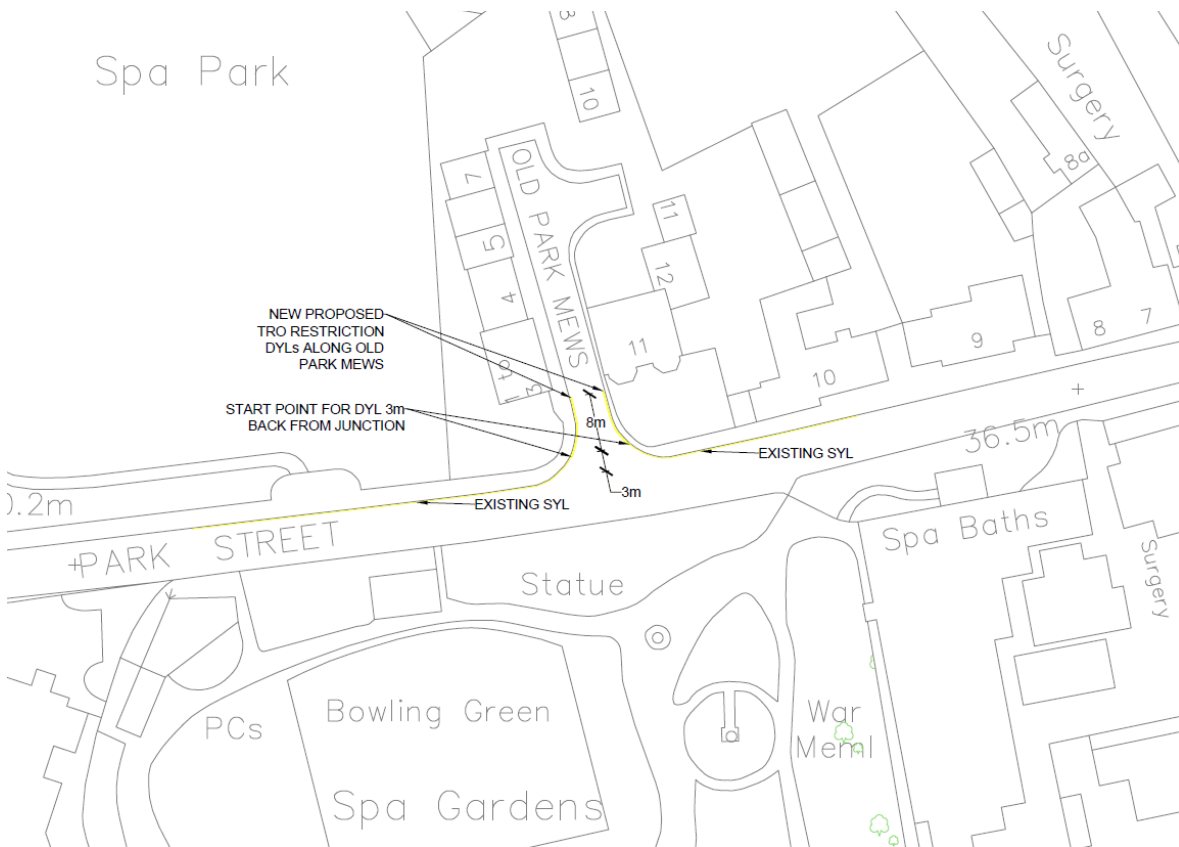
Presenter of Report – Heather Yendall – Improvement Manager

Location Plans

King Street, Ripon

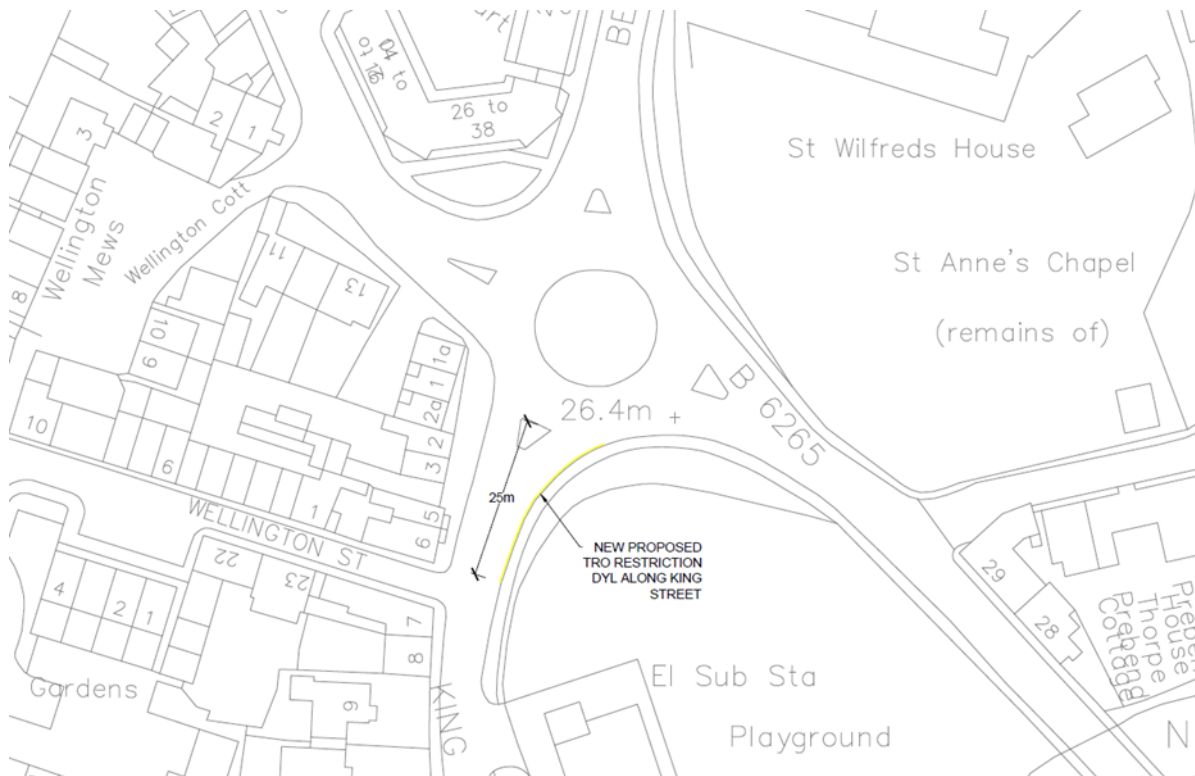


Old Park Mews, Ripon



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

1. KING STREET, RIPON [RIPON MINSTER & MOORSIDE]



Objector[s]: Resident, Wellington Street, Ripon, HG4 1PH

The objector has raised concerns regarding the proposed parking and waiting restrictions on King Street, Ripon. The primary objection centres on the negative impact that double yellow lines would have on residents of King Street, Wellington Street, and nearby homes on Skellgarths. The objector highlights that the existing parking on Wellington Street is already insufficient for residents, and the removal of parking on King Street would exacerbate congestion, making it more difficult for residents to find parking and potentially impeding access for emergency vehicles.

The objector also challenges the safety concerns that prompted the proposal, arguing that there is already a safe crossing point near the park and that responsible driving should alleviate any access issues. They note that incidents of accidents or vehicle damage in the area are not significantly higher than in other parts of Ripon. The objector suggests that, rather than imposing yellow lines, a more acceptable solution would be to introduce permit-only parking for residents of King Street and Wellington Street, which would help manage parking demand without compromising residents' access to parking near their homes.

Officer comments and recommendations:

While we acknowledge the objector's concerns regarding the impact of parking restrictions on residents of Wellington Street, Skellgarths, and the surrounding area, it is important to address the underlying safety issues that necessitate these measures. The primary reason for implementing Parking and Waiting restrictions on King Street is to ensure adequate visibility for vehicles exiting the roundabout. Currently, parked vehicles significantly obstruct sightlines, creating a hazardous situation where drivers are forced to edge out into oncoming traffic to gain visibility. This not only

increases the risk of collisions but also encourages dangerous driving behaviours, such as crossing over to the opposite side of the carriageway to navigate around parked cars. With the proximity to the bridge, visibility, and sightlines for vehicles in both directions are obstructed and with vehicles encroaching on the opposite side of the carriageway this creates a significant hazard.

Furthermore, the restricted parking is crucial for maintaining the smooth and safe flow of traffic in this area, especially given the immediacy to the roundabout and the narrowness of the road. Without these restrictions, the potential for congestion and vehicle conflicts remains high, which could impede access for emergency vehicles and increase the likelihood of accidents.

The objector correctly notes that the crossing point at the top of King Street is safe for pedestrians. We agree that this crossing provides a secure and acceptable option for pedestrians, and the concerns raised about pedestrian safety outside the park are acknowledged. However, while pedestrian safety is an important consideration, the primary driver for the proposed restrictions on King Street was vehicular safety, particularly in ensuring that drivers exiting the roundabout have the necessary visibility to do so safely.

It is also important to note that there has been a notable lack of objections from the residents of King Street itself, suggesting that those who may be directly affected by the proposed changes may recognize the safety benefits that the restrictions would bring. While we understand the desire for increased parking options and the suggestion of permit-only parking, these alternatives would not address the critical safety concerns at this location. The proposed restrictions are a necessary measure to protect all road users and to ensure the safe and efficient operation of the roadway.

RECOMMENDATION: that the parking and waiting restrictions at King Street, Ripon be introduced as proposed and that the Director and Members note that this may impact upon parking opportunity for neighbouring residents.

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	The North Yorkshire Council (Various Roads, Ripon) (Parking And Waiting) (No 27) Order 2024		
Officer(s) carrying out screening	Jake Woodward		
What are you proposing to do?	Install parking and waiting restrictions at two locations, Old Park Mews, Ripon and King Street, Ripon		
Why are you proposing this? What are the desired outcomes?	To address safety issues caused by vehicles parking in close proximity to junctions of both main roads and roundabouts.		
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	No		

inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.					
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, these proposals are small local Orders and the affected area is low.				
Decision (Please tick one option)	<table border="1"> <tr> <td>EIA not relevant or proportionate:</td> <td style="text-align: center;">✓</td> <td>Continue to full EIA:</td> <td></td> </tr> </table>	EIA not relevant or proportionate:	✓	Continue to full EIA:	
EIA not relevant or proportionate:	✓	Continue to full EIA:			
Reason for decision	The proposed waiting restrictions Order 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 (and for the entirety of any shorter period of restrictions) in accordance with the Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000.				
Signed (Assistant Director or equivalent)	Barrie Mason				
Date	30/09/2024				

Climate change impact assessment

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

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

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

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	Proposed waiting restrictions
Brief description of proposal	The North Yorkshire Council (Various Roads, Ripon) (Parking And Waiting) (No 27) Order 2024
Directorate	Environment
Service area	Highways and Transportation
Lead officer	Jake Woodward
Names and roles of other people involved in carrying out the impact assessment	None
Date impact assessment started	02/09/2024

Options appraisal

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

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

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

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

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

<p>How will this proposal impact on the environment? N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below)</p>	<p>No impact (Place a X in the box below where)</p>	<p>Negative impact (Place a X in the box below)</p>	<p>Explain why will it have this effect and over what timescale? 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			
	Emissions from construction		x			
	Emissions from running of buildings		x			
	Other		x			
<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>How will this proposal impact on the environment? N.B. There may be short term negative impact and longer-term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below)</p>	<p>No impact (Place a X in the box below where)</p>	<p>Negative impact (Place a X in the box below)</p>	<p>Explain why will it have this effect and over what timescale? 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>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>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		x				
<p>Other (please state below)</p>		x				

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

N/A

Summary:

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

Sign off section.

This climate change impact assessment was completed by:

Name	Jake Woodward
Job title	Project Engineer
Service area	Highways and Transportation
Directorate	Environment
Signature	J Woodward
Completion date	02/09/2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 30/09/2024