

North Yorkshire Council

Environment Executive Members

06 December 2024

Review of Traffic Regulation Orders – Proposed Disabled Parking Bays Various locations in Scarborough, Whitby, Hunmanby and Filey

Report of the Assistant Director Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 The purpose of the report is:
- i. to advise the Corporate Director for Environment in consultation with Executive Member for Highways and Transportation of the outcome of the public consultation, and
 - ii. for a decision to be made on whether to implement the changes, in view of the comments received.

2.0 SUMMARY

- 2.1 This report details the comments received during a public consultation exercise regarding a number of applications made to North Yorkshire Council for residential disabled parking bays (RDPB). The consultation included seven applications, six of which were requests for the installation of RDPB's and one which was a request for the removal of an existing RDPB.
- 2.2 Five of the applications are fairly straightforward considerations, but two have slightly more complicated circumstances to consider. The details of all of these cases are outlined in the report.

3.0 BACKGROUND

- 3.1 Residential Disabled Parking Bays can be introduced to provide on-street parking in residential areas for 'blue badge' holders. The Council's policy states that provision of these bays should only be considered when an individual does not have access to off-street parking such as a driveway or a garage. Where a RDPB is provided it is not for the exclusive use of one resident but is available for use by any 'blue badge' holder.
- 3.2 Disabled parking bays require a Traffic Regulation Order (TRO) to be in place in order to be enforceable. Historically some advisory and therefore unenforceable residential disabled parking bays were introduced without a Traffic Regulation Order. The Traffic Signs Regulations and General Directions (TSRGD) 2016 (as amended) do not permit the use of disabled parking bay road markings without a TRO and, as a consequence, enforcement action cannot be taken against those that misuse the advisory bays.
- 3.3 The Residential Parking Bay Policy was approved in August 2011 which determined that only enforceable bays would be provided. In line with this decision a two-stage assessment process was put in place against which applications are assessed. The assessment criteria for both stages are outlined in Appendix A.

- 3.4 Applications for RDPB's are made using the North Yorkshire Council public website. Once received the next stage is an assessment of whether the applicant meets the Stage 1 criteria as outlined in Appendix A and is undertaken by Customer Resolution Centre officers.
- 3.5 Stage 2 of the process requires that the local Area Highways Office assesses the applications and the proposals for changes to TRO's against the relevant highway and site assessment criteria.

4.0 PROPASAL

- 4.1 North Yorkshire Council received a number of applications from residents of various streets in Area 3 for disabled parking bays to be installed within a comfortable walking distance of their homes. The applications were from blue badge holder residents of streets in Filey, Hunmanby, Scarborough and Whitby.
- 4.2 The Customer Resolution Centre carried out the Stage 1 assessments for these applications and the criteria were met. The local Area Highways Office then carried out the Stage 2 assessments and the criteria for these proposals were also deemed to be met.
- 4.3 Six of the applications are for the installation of RDPB's on the public highway adjacent to the residences of the applicants. The addresses of the applications are:
- 1 Spring Vale, Whitby
 - 2 Park Street, Scarborough
 - 20 Holbeck Hill, Scarborough
 - 28 Stonegate, Hunmanby
 - 45 Stepney Avenue, Scarborough
 - 68 Grange Avenue, Filey
- 4.4 One application is for the removal of an existing RDPB on a street where the original applicant has moved away and there are currently no blue badge holders in residence at that property. The address of this application is:
- 18 Park Terrace, Whitby

5.0 Consultation Undertaken and Responses

- 5.1 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. A letter, copy of a plan showing the proposals (shown at Appendix B) and questionnaire were circulated to a list of Statutory consultees and hand delivered to neighbouring properties on 22 May 2024. The proposals were advertised on 23 May 2024. The last date for receipt of comments was 17 June 2024.
- 5.2 The proposals for the seven sites, when taken together, were hand delivered to approximately 260 properties.

Table 1. Summary of the responses received from residents

Site	Address	Number of responses from residents	
		In support	Objections
1	1 Spring Vale Whitby	0	1
2	2 Park Street Scarborough	0	4
3	20 Holbeck Hill Scarborough	2	5
4	28 Stonegate Hunmanby	2	3
5	45 Stepney Avenue Scarborough	1	4
6	68 Grange Avenue Filey	2	1
7	18 Park Terrace Whitby (removal)	1	1

- 5.3 Further details of the objections/comments received from residents for the seven sites are summarised in Appendix C, along with officer comments.
- 5.4 The Yorkshire Coast & Ryedale Disability Forum and the Scarborough Ramblers indicated approval for all of the sites.
- 5.5 1 Spring vale, Whitby: The proposal is supported by Whitby Town Council, Whitby Group Practice Medical Centre and the local member. One resident responded with an objection stating that parking is difficult enough already. A shortage of on street parking is a reason for making an application for an RDPB and the application fits the criteria of the assessment stages. Recommendation; to approve the proposed bay.
- 5.6 2 Park Street, Scarborough: The proposal is supported by the local member with a comment that better parking enforcement is needed for on street disabled parking bays. No support was received from residents. Four residents responded with objections, two of which were on the grounds that parking on the street is already limited. The other comments received were unsubstantiated claims doubting the validity of the disability and the property being on and off the sales market. Other comments expressed dissatisfaction that the bay marking and sign have already been installed. None of these objections are considered to outweigh the benefit of providing a disabled parking bay to the applicant. A shortage of on street parking is a reason for making an application for an RDPB and the application fits the criteria of the assessment stages. Recommendation; to approve the proposed bay.
 Note: The bay marking and sign, installed erroneously, are not enforceable until approval has been given and the Traffic Regulation Order is sealed. Should this bay not be approved, officers would remove the bay marking and sign.
- 5.7 20 Holbeck Hill: The proposal received support from two residents but objections from five. The main theme of the objections was that the applicant is no longer in residence, having moved away. This was confirmed following a visit to the address. With no blue badge holder in residence, the assessment criteria are not met and the proposed bay is no longer required. The local member concurs with this. Recommendation; not to approve the proposed bay.
- 5.8 28 Stonegate, Hunmanby: Two residents of Stonegate have responded to the consultation to support the proposal for a new disabled bay outside number 28.
- 5.8.1 Two further residents of Stonegate objected on the grounds that parking is very limited and if a new disabled bay were introduced the amount of available parking for other drivers would be decreased. There was also a concern from one respondent that approving this disabled bay could lead to other applications for disabled bays and further loss of general parking on the street. One of the respondents suggested the applicant could use the existing disabled bay outside the community centre.
- 5.8.2 Hunmanby Parish Council objected on the grounds that on-street parking is very limited, especially in the evenings, and that the parish council believed this new bay would be unlikely to be enforced and neighbour disputes may arise, as has been the case at Northgate, Hunmanby.
- 5.8.3 Officers have looked into the disputes, which appeared to arise due to residents parking their vehicles in a manner that causes a chicane with the disabled bay opposite.
- 5.8.4 The local member, Cllr. Michelle Donohue-Moncreeff is aware of and is sympathetic to the needs of the applicant but has concerns relating to long standing traffic problems on Stonegate which the local councillor believes approval of this application would impact upon. These include the issues of speeding, lack of available off-street and on-street parking for the existing residential demand, and the use of the road as a through route by large HGV's and farm vehicles.

- 5.8.5 Cllr. Donohue-Moncrieff is also aware of the problems that the other disabled bay installation caused within her division elsewhere (Northgate) and advocates a more holistic review of parking on Stonegate, taking into consideration the characteristics and usage of the street and the needs of the residents, business holders and community centre as well as the needs of the applicant.
- 5.8.6 The councillor is aware there are other blue badge holders resident in Stonegate and, with the well-used community centre close by, is concerned the proposed disabled bay outside 28 Stonegate could be at risk of being used by other blue badge holders rather than the applicant themselves. Most of the properties on Stonegate do not have access to off-street parking. 28 Stonegate is situated generally opposite, and a couple of terraced properties to the west of, the access to the Hunmanby community centre's car park.
- 5.8.7 Officers note that on-street parking demand is generated by the presence of holiday accommodation and the activities of the Hunmanby community centre which has five lettable rooms hosting various village/community activities and holds several arts events (sometimes more than one a month). This can bring in additional traffic which exceeds the 10 - 12 off-street car parking spaces provided at the community centre.
- 5.8.8 The existing disabled bay outside the community centre is 40m from the applicant's property and thus is unsuitable for use by the applicant, and it is intended for users of the community centre. There are no other existing residential disabled bays on Stonegate, and the council's Residential Disabled Bay policy allows up to 10% of the parking on any one street to be allocated to residential disabled bays should eligible applicants successfully apply. Although there are concerns around a lack of available parking for all, and that approving this application could lead to others, all residents with blue badges on Stonegate are entitled to make applications for disabled bays of their own should they wish.
- 5.8.9 The Council, as local highway authority, has previously received concerns from local residents regarding Stonegate. These have been in relation to the speed of traffic and conflict situations where east bound traffic fails to give way to approaching traffic at the western end of Stonegate. The local highways office has installed road markings and bollards to mitigate these issues. Consideration was given to installing a build out and a 'give way' feature at the western end of Stonegate to encourage drivers to take effective observation before travelling down towards the community centre. This was discounted due to weighing cost against the lack of any recorded personal injury accidents. The local highways office has also given consideration to a 'one way' system with traffic travelling east down Stonegate and west along Hungate Lane to Bridlington Street. This was discounted because buses would need to be accommodated along Stonegate and there is insufficient carriageway width without removing some off-street parking. Alterations to the Hungate junction would also be required to accommodate buses turning right into Hungate.
- 5.8.10 Stonegate did go through the Speed Management Protocol (SMP) in December 2022. The results showed mean speeds of 20 mph in each direction with 85% speeds of 24 mph. There had been no recorded injury collisions in the previous five years before the survey was implemented. As a result, the Road Safety Task Group recommended that the site would be suitable for Community Speed Watch. This information was relayed to the initial complainant and the Parish Council.
- 5.8.11 The purpose of providing residential disabled parking bays is to help those disabled drivers whose mobility impairment means they cannot walk any significant distance and therefore need help in parking close to their homes.

- 5.8.12 Difficulty for blue badge holders in finding a parking space close to their homes due to the pressure on the available spaces is one of the reasons why the disabled bay policy was introduced. Although considering one disabled parking bay application at a time could be considered to be piecemeal, the council's Residential Disabled Bay policy sets out that each application must be considered on its own merits.
- 5.8.13 A full Equality Impact Assessment has been submitted for the 28 Stonegate disabled parking bay application. Refer to Appendix D of this report.
- 5.8.14 Considering all the above, officers consider the parking needs of other, more able bodied, drivers and the potential risk of neighbour disputes are not justifiable reasons to recommend this application be refused. Recommendation; to approve the proposed bay.
- 5.9 45 Stepney Avenue, Scarborough The proposal is supported by the local member with a comment that better parking enforcement is needed for on street disabled parking bays. The proposal also received support from one resident who recognises the needs of the applicant. Objections were received from four residents, none of which were considered to be based on reasonable grounds. Recommendation; to approve the proposed bay.
- 5.10 68 Grange Avenue, Filey The proposal is supported by the local member and two residents responded in support but gave no comments. An objection based on unsubstantiated grounds was received by one resident. Recommendation; to approve the proposed bay.
- 5.11 18 Park Terrace The existing disabled parking bay outside this address was installed in 2018 but the blue badge holder, for whom the existing disabled bay was created, no longer lives there.
- 5.11.1 This location is just outside Whitby's conservation area and the street is populated with Victorian terraced houses with walled front gardens. Parking in this part of Whitby is under a great deal of pressure, as it is close to the town centre and hospital and outside the controlled parking zone (CPZ). Whilst there are longer term plans to consult the public on a CPZ to cover this area (Fishburn Park), until a county wide review of parking policy has been undertaken, progression of any CPZ consultation is on hold. One of the main considerations is that there are so many holiday accommodations in the area that a CPZ with the current permit issue rules is unlikely to provide significant relief for residents.
- 5.11.2 The local member, Cllr Neil Swannick, feels strongly about the parking situation on the street and the way that commercial interests have taken over and degraded on street parking arrangements. He wants no changes made on Park Terrace that further diminish the availability of on street parking.
- 5.11.3 The consultation response from the next door neighbours at 17 Park Terrace, who themselves already have a disabled bay outside their home, voices objection to the proposed removal of the bay outside 18 Park Terrace. This is on the grounds that the disabled bay outside 17 Park Terrace is often legally occupied by other blue badge holders, and so the blue badge holder at 17 Park Terrace relies at times on using the bay outside number 18.
- 5.11.4 One other resident of Park Terrace responded to the consultation to support the proposal to remove the disabled bay, but did not include the reason for their support. Whitby Town Council also responded in support of the proposal to remove the disabled parking bay.

5.11.5 The guidance notes for 'Application for a Residential Disabled Parking Bays (March 2013)' state that the council has the authority to remove any residential disabled parking bay in future if any of the eligibility criteria or highway specific conditions are no longer satisfied or appropriate. Whilst it is perhaps expected that all existing disabled bays will be removed once the original applicant is no longer in residence at the adjacent property, it would still need to follow the Statutory procedure including the public consultation, therefore, it is not a given. Recommendation; not to approve the removal of the existing bay.

6.0 ALTERNATIVE OPTIONS

6.1 None

7.0 FINANCIAL IMPLICATIONS

7.1 Funding is available from the existing Highways Area 3 Signs, Lines and TRO budget to support the installation of these measures for the proposed parking bays. The current estimate for installing a RDPB is £1250. In total the 5 sites are estimated in the region of £6,250.

8.0 LEGAL IMPLICATIONS

8.1 Consideration has been given to the potential for any legal implications arising from the recommendations.

8.2 The process for the consideration of objections to Traffic Regulation Orders was approved by the Executive on 29 April 2014 and Council on 21 May 2014. The consideration of objections to TRO's is now a matter for the Environment Executive Members and the role of the Area Constituency Committee is changed to a consultative role on wide area impact TRO's. The consideration of objections has been delegated by the Executive to the Corporate Director for Environment in consultation with the Environment Executive Member for Highways & 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
- The proposal affects more than one community
- The proposal is located within the ward of more than one Councillor.

8.3 There are 7 proposed TRO changes in this report. Each individual proposal is wholly within the council division of one member, therefore this would not be classed as a wide area impact TRO.

8.4 In the event that the Executive Member – Highways & Transportation and Environment Corporate Director 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 a Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press. 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.

8.5 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.

- 8.6 In recommending the implementation of the proposed TROs 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, with the careful assessment of comments received and having regard to the equalities implications identified in the equalities impact assessments (EIA) has carried out the required balancing exercise in coming to that decision. Beyond that, it is the view of officers that the proposals do not have any legal implications for the Council.
- 8.7 In accordance with the protocol for Environment Executive Member reports, the local Elected Members will be provided with a copy of this report and be invited to the meeting on 06 December 2024.

9.0 PUBLIC INQUIRY 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 or the prohibition of public service vehicles therefore paragraph 3 of Regulation 9 does not apply in this regard. As the proposals are small in scale and are for residential disabled bays designed to assist the daily living of residents living in adjacent properties and would not make widespread changes detrimental to other road users to any significant degree, 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 An equalities impact assessment (EIA) has been completed for the Residential Disabled Parking Bay Protocol and it is published on the North Yorkshire Council website. The provision of RDPB's will enhance accessibility for mobility impaired residents enabling them to participate positively in community life.
- 10.2 An equalities impact assessment screening form has been included in Appendix E for the following RDPB applications:
- 1 Spring Vale, Whitby
 - 2 Park Street, Scarborough
 - 45 Stepney Avenue, Scarborough
 - 68 Grange Avenue, Filey
 - The screening form does not include 20 Holbeck Hill, Scarborough because the recommendation to committee is not to approve the proposal.
- 10.3 18 Park Terrace - An equalities impact assessment has been completed for 18 Park Terrace, Whitby because the local member's view does not fully align with the council's residential disabled parking bay policy. The EIA is in Appendix F and a summary of the EIA is shown below:
- 10.3.1 Park Terrace is located close to the town centre of Whitby but is not part of the controlled parking zone (CPZ). The street is a through route and frequently gets used for parking by non-residents since it is free of cost and time limits. There are 19 addresses on Park Terrace but on-street parking space for only 15, including the two disabled bays. Some residents have converted their gardens into driveways and thereby reduced on-road parking availability for others.

- 10.3.2 The resident objecting to the removal of the RDPB is the next door property whose comments were that due to there being limited parking space on the street they often find the RDPB outside their own property is occupied by another blue badge holder and so they have to rely on the adjacent RDPB at No.18 if they are to park reasonably close to their home.
- 10.3.3 The local councillor's view is that no changes should be made to the detriment of residents on street parking options at the present time.
- 10.4 28 Stonegate - An equalities impact assessment has been completed for 28 Stonegate, Hunmanby because the local member's view does not fully align with the council's residential disabled parking bay policy. The EIA is in Appendix F and a summary of the EIA is shown below:
- 10.4.1 During the public consultation, support and objections were received. However, none of the objections were of a nature that would justify withholding the provision of a new facility designed to make a disabled resident's life a little easier. This is the case even if it is acknowledged that, at times, the disabled space could be occupied by other blue badge holders.

11.0 CLIMATE CHANGE IMPLICATIONS

- 11.1 Consideration has also been given to the potential for any adverse climate change impacts arising from the recommendations. It is the view of officers that the recommendations do not have any adverse impact on climate change. A copy of the Climate Change Impact Assessment decision form is attached as Appendix G.

12.0 REASONS FOR RECOMMENDATIONS

- 12.1 The applicants want to be provided with an on -street disabled parking space within comfortable walking distance of their homes. The eligibility criteria for these applications have been met after undergoing the Stage 1 and Stage 2 assessments of the Residential Disabled Parking Bay application procedure.
- 12.2 The officer recommendations made in this report result from consideration of the circumstances of each application, including the equalities impact assessments.
- 12.3 Discussions have also taken place with the local members for each ward where the applications are located. Their comments have been taken into consideration.
- 12.4 Two of the applications are recommended not to be approved.
- 12.4.1 Installation of a disabled parking bay at 20 Holbeck Hill, Scarborough. After the consultation exercise it became apparent that the original applicant for this disabled parking bay has moved away. Further investigation showed that there are no blue badge holders currently at the application address and no one has come forward to say they are presently making use of the bay
- 12.4.2 Removal of an existing disabled parking bay at 18 Park Terrace, Whitby. The original applicant for this facility is no longer in residence and the current resident is not a blue badge holder. During the consultation objections on accessibility grounds have been raised which have been further assessed in the equalities impact assessment.

13.0 RECOMMENDATION

- 13.1 It is recommended that the Corporate Director for Environment, in consultation with the Executive Member for Highways and Transportation:
- a. approves as advertised the introduction of new residential disabled parking bays at the following locations:
 - 1 Spring Vale, Whitby
 - 2 Park Street, Scarborough
 - 28 Stonegate, Hunmanby
 - 45 Stepney Avenue, Scarborough
 - 68 Grange Avenue, Filey
 - b. Does not approve;
 - the introduction of a new residential disabled parking bay at 20 Holbeck Hill, Scarborough
 - the removal of an existing residential parking bay at 18 Park Terrace Whitby
 - c. Assistant Chief Executive (Legal and Democratic Services) be authorised to seal or revoke the relevant Traffic Regulation Order in light of the objections received and that all responders are notified of the making or revocation of the Order within 14 days of it being made.

APPENDICES

- Appendix A Assessment / Eligibility Criteria
- Appendix B Consultation Location Plans
- Appendix C Summary of Objections
- Appendix D Equalities Impact Assessment 28 Stonegate, Hunmanby
- Appendix E Equalities Screening Form for 1 Spring Vale, 2 Park Street, 45 Stepney Avenue and 68 Grange Avenue
- Appendix F Equalities Impact Assessment 18 Park Terrace, Whitby
- Appendix G Climate Change Impact Assessment

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Author of Report: John Hough, Project Engineer, Area 3 Highways

Assessment / Eligibility Criteria

Stage One – applicant conditions

The applicant must be:

- The blue badge holder
- The driver of the vehicle (evidence of driver's licence and vehicle ownership will be required).
- Requesting a disabled parking bay for the same address as their blue badge has been issued.
- Unable or virtually unable to walk or propel a wheelchair for a comfortable distance outside the home – estimation of comfortable walking distance required.
- Unable to access suitable off-street parking, for example a driveway, garage or parking place provided by a housing association or social landlord.
- Unable to regularly park their vehicle on the public highway within a comfortable distance of their household.

If you do not meet all these criteria, but feel that your case is exceptional, please contact us. We will be able to assess your eligibility and advise you on whether to proceed with an application.

Stage Two – Highway specific conditions

We will make our decision on the following highway specific conditions. The application may be denied if one or more of the following exist:

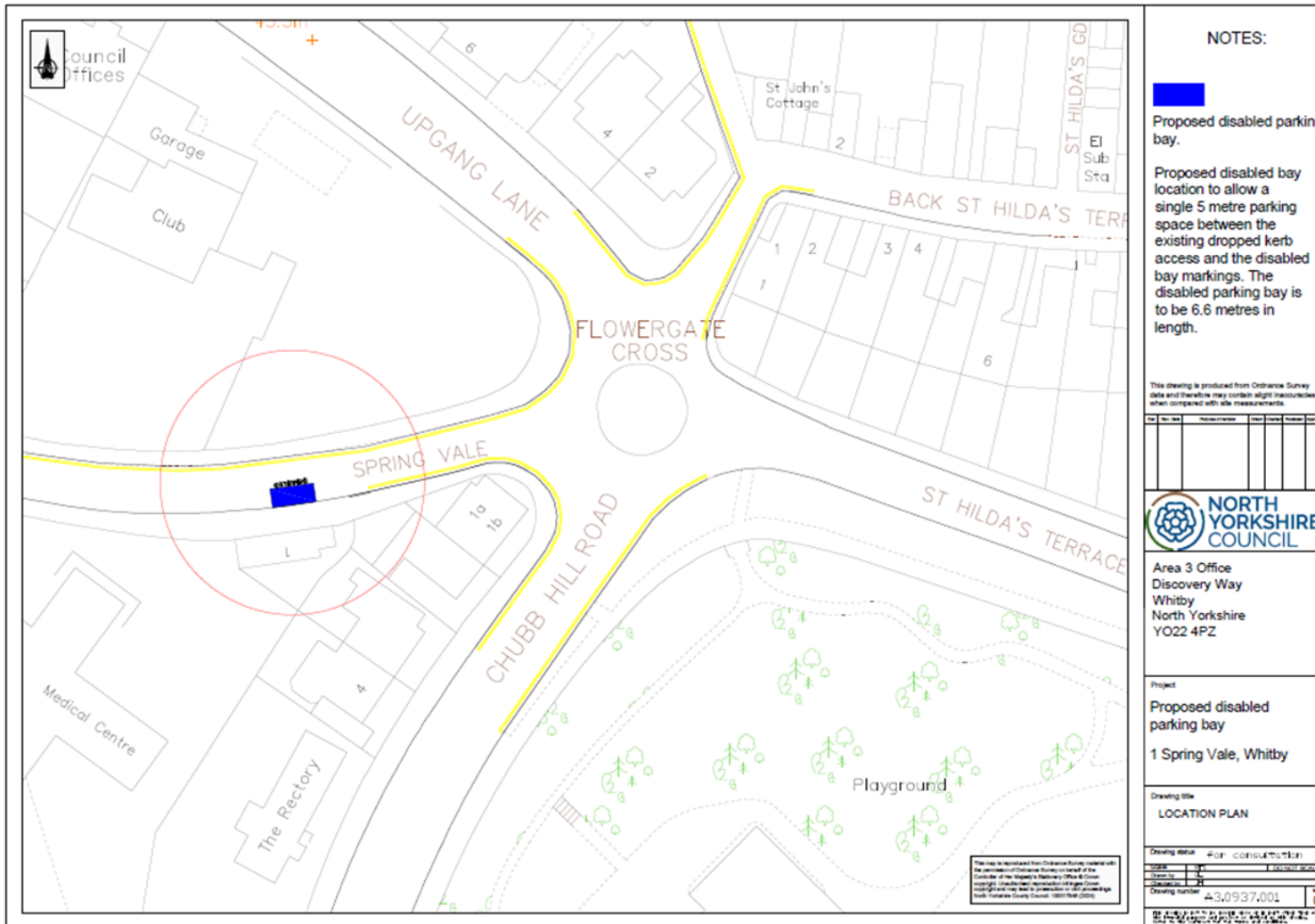
- We believe there is reasonable evidence to suggest that the driver can regularly park their vehicle within a comfortable distance of their household either off-street or on-street.
- The request is for a highway that is not maintainable at public expense.
- The driver has access to suitable off-street parking, for example a driveway or garage. The suitability of the off-street parking facility will be considered in line with government guidance, specifically:
 - Whether it is located on firm and level ground
 - Whether the gradient is reasonable
 - 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.
- The request is within a Controlled Parking Zone.
- Access or visibility will 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.

If either the stage 1 or stage 2 criteria are not satisfied, then the request will be declined. The process includes the assessments above, and the preparation of a Traffic Regulation Order.


Review of Traffic Regulation Orders – Residential Disabled Parking Bays – Area 3

Site Location Plans – Included in the consultation material.

Site 1. 1 Spring Vale, Whitby



NOTES:

-  Proposed disabled parking bay.
- Proposed disabled bay location to allow a single 5 metre parking space between the existing dropped kerb access and the disabled bay markings. The disabled parking bay is to be 6.6 metres in length.

This drawing is produced from Ordnance Survey data and therefore may contain slight inaccuracies when compared with site measurements.

No.	Rev.	Description	Date	Initials



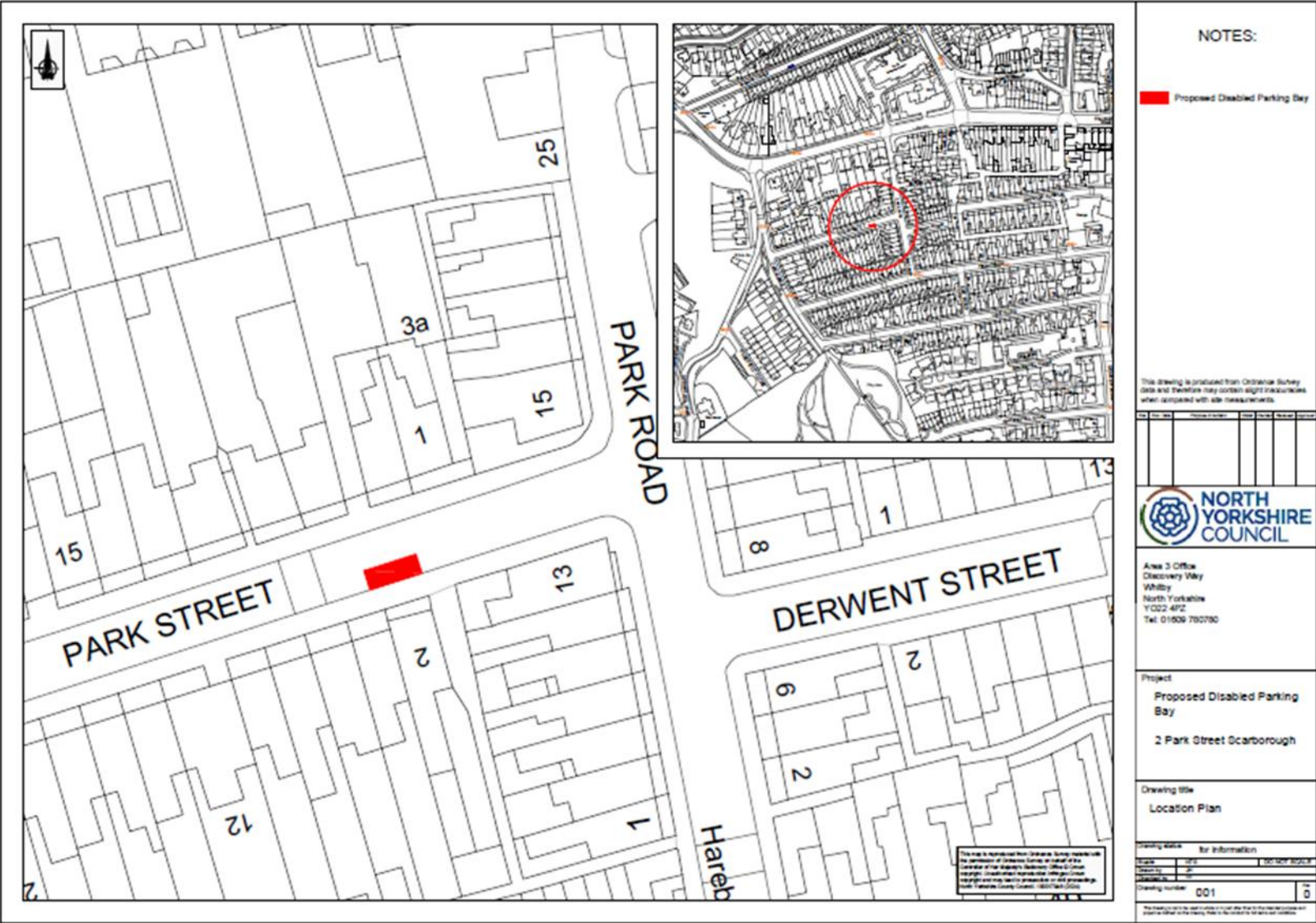
Area 3 Office
Discovery Way
Whitby
North Yorkshire
YO22 4PZ

Project
Proposed disabled parking bay
1 Spring Vale, Whitby

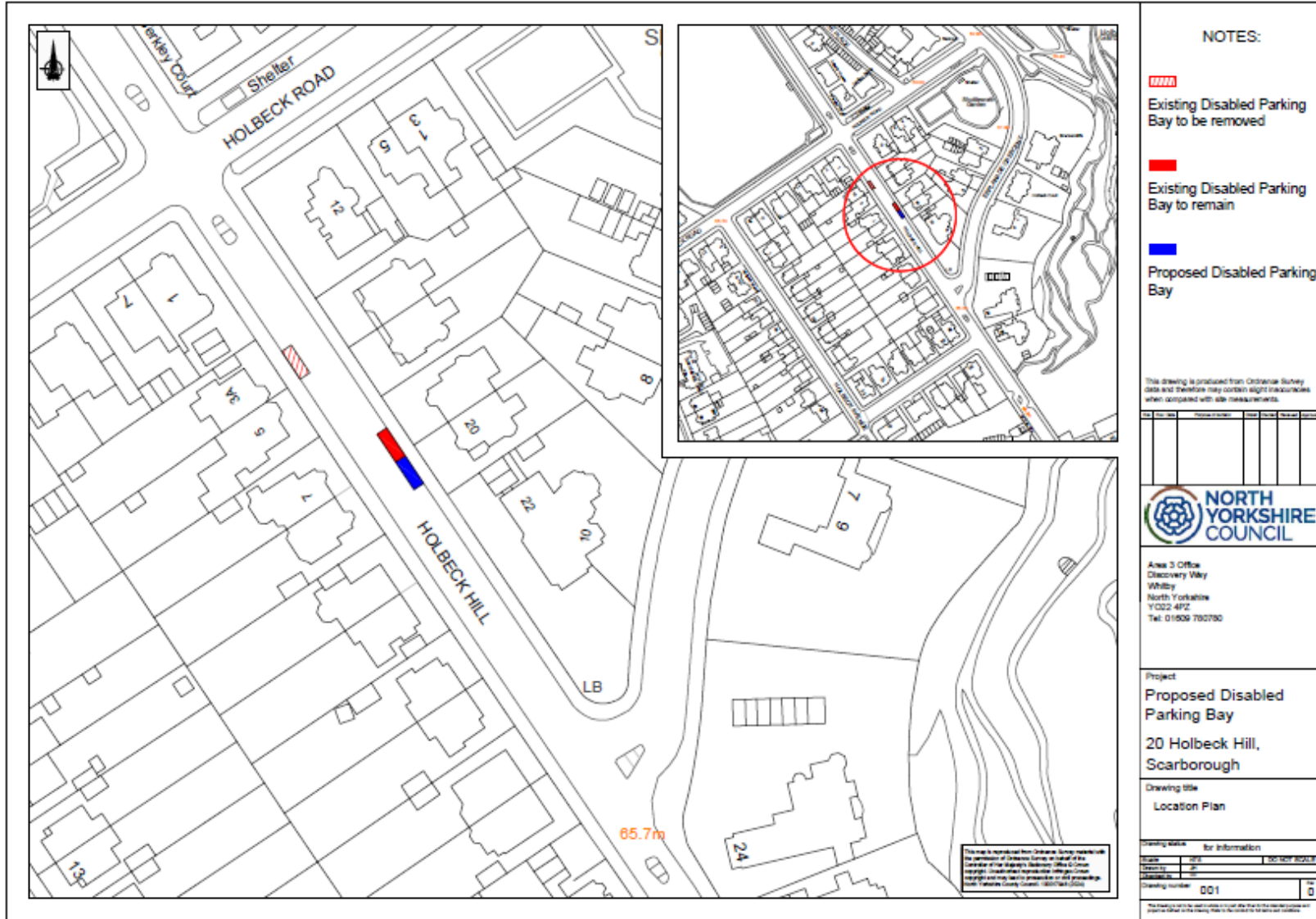
Drawing title
LOCATION PLAN

Drawing issue	for consultation
Date	24/01/2024
Drawn by	
Checked by	
Drawing number	A3.0937.001
Scale	1:100

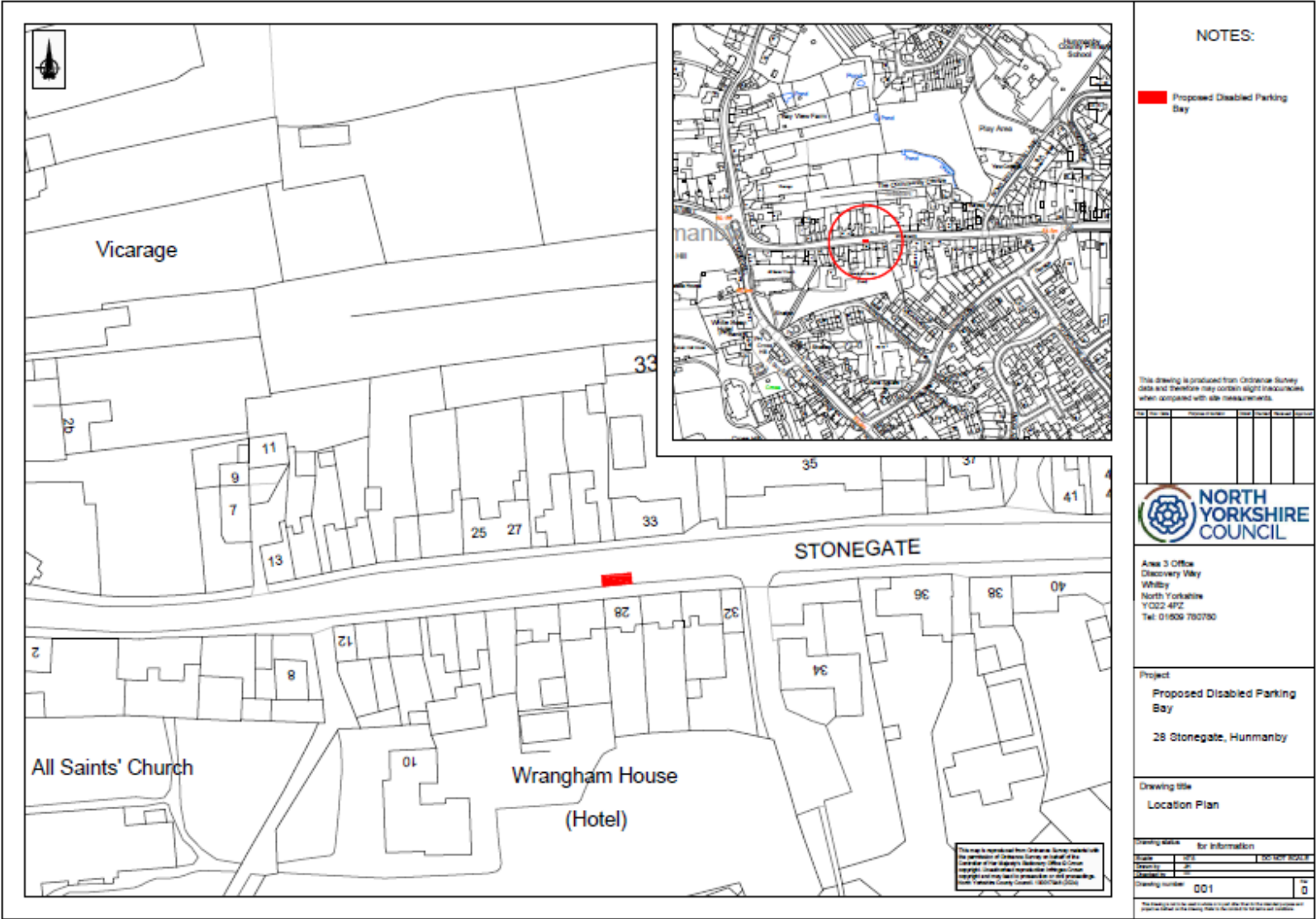
Site 2. 2 Park Street, Scarborough



Site 3. 20 Holbeck Hill, Scarborough – Note: no objections were received for the proposed removal of the existing RDPB outside 3A.



Site 4. 28 Stonegate, Hunmanby



NOTES:

Proposed Disabled Parking Bay

This drawing is produced from Ordnance Survey data and therefore may contain slight inaccuracies when compared with site measurements.



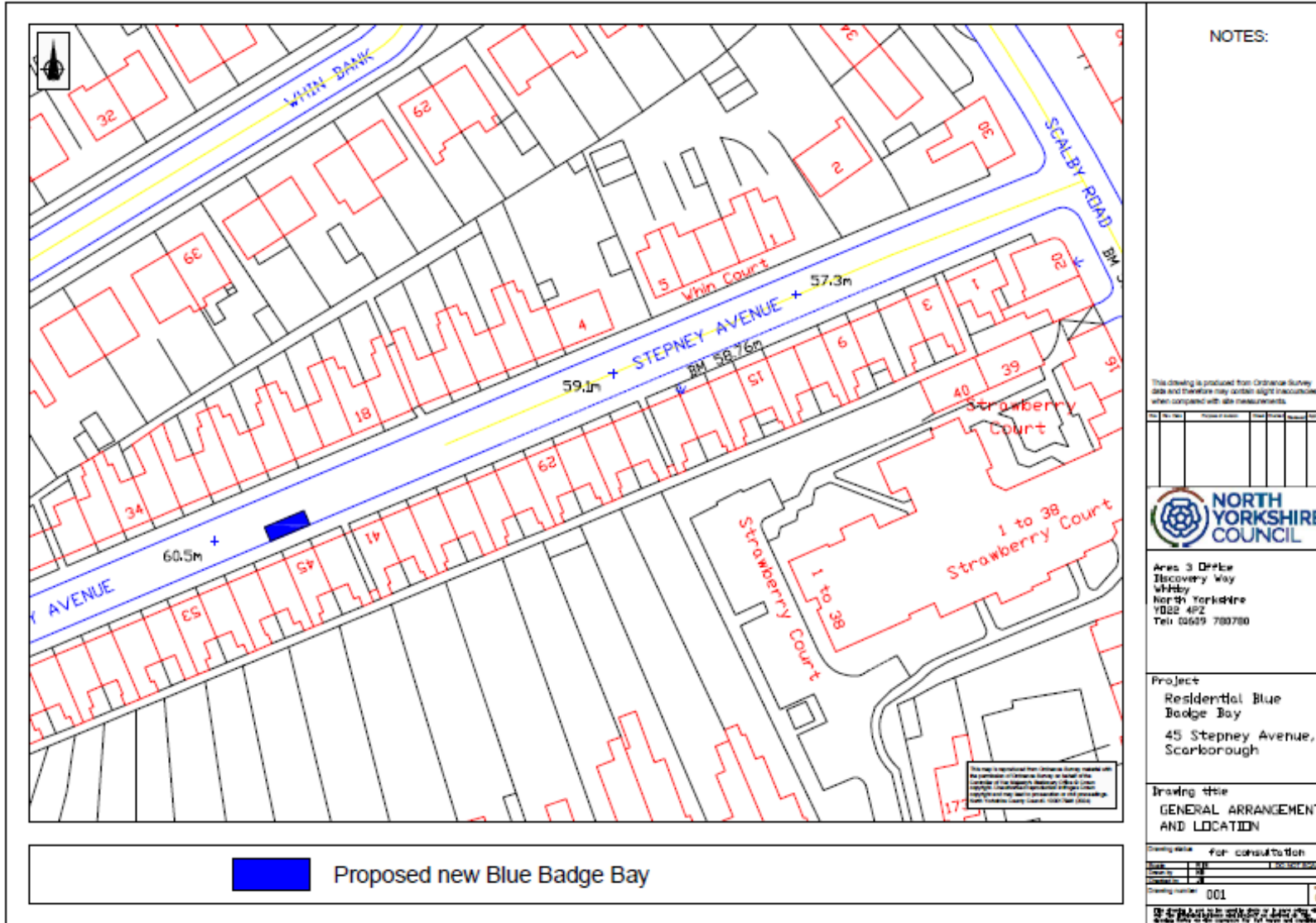
Area 3 Office
Discovery Way
Whitby
North Yorkshire
YO22 4PZ
Tel: 01509 790790

Project
Proposed Disabled Parking Bay
28 Stonegate, Hunmanby

Drawing title
Location Plan

Drawing status		for information	
Issue	001	Date	06/09/2024
Drawn by		Checked by	
Drawn by		Checked by	
Drawing number	001	Rev	0

Site 5. 45 Stepney Avenue, Scarborough



Summary of objections for each proposed Residential Disabled Parking Bay location.

Site 1. 1 Spring Vale, Whitby

Proposed disabled parking bay outside No. 1 Spring Vale, Whitby		
Responses received.		
1 against		
Responder	Issue raised (against)	Officer comments
Resident of Spring Vale	Enough difficulties parking. Don't need this! I object to this proposal.	The present level of difficulty for drivers trying to find a parking space close to their homes is acknowledged and is also one of the reasons blue badge holders make an application for a parking space.

Site 2. 2 Park Street, Scarborough

Proposed disabled parking bay outside No.2 Park Street, Scarborough		
Responses received		
4 against		
Responder	Issue raised (against)	Officer comments
Resident of Park Street	The blue badge holders only sign has been in place for at least the last two months, prior to other residents being made aware on 22nd May. 2 Park Street has been on and off the sales market recently while this sign has been erected by Highways with no consultation. Why has this bay not been enforced for non-compliance.	Unfortunately there has been an error as the sign has been installed prematurely. When/if a decision is made to approve this disabled bay, the road markings will be installed and the disabled bay would become enforceable. Allegation of the applicant trying to selling the property is irrelevant. Should an applicant move away then we would re-consult before looking to remove the parking bay.
Resident of Park Street	The parking on this street is very limited. I already struggle to park anywhere near my property. By placing a disabled bay on our street limits the available spaces even more. It would also basically give No. 2 their own	The present level of difficulty for drivers trying to find a parking space close to their homes is acknowledged.

	<p>parking space outside their home as I'm sure that being away from the town centre negates the need for a disabled bay.</p>	<p>RDPB's are not for exclusive use by the adjacent property. There are no existing RDPB's on the street. The application has passed Stages 1 and 2 assessments.</p>
<p>Resident of Park Street</p>	<p>Little parking already with a lot of people having multiple cars per house. You need to enforce pavement parking fines also and reinstate yellow lines on street corners near here. Plus you have already put the sign up.</p>	<p>The present level of difficulty for drivers trying to find a parking space close to their homes is acknowledged.</p> <p>Refreshing of existing waiting restrictions is a separate issue and will be followed up.</p> <p>Unfortunately there has been an error as the sign has been installed prematurely. When/if a decision is made to approve this disabled bay, the road markings will be installed and the disabled bay would become enforceable.</p>
<p>Resident of Park Street</p>	<p>I do not understand which member of the family is disabled. There is plenty of parking on this street, especially near No.2. The house in question has 2 large cars and a van that belongs to them which take up most of the room. The house originally had a garage to the rear which has had planning to change the use. To return this to a garage would be a better option instead of taking up parking space on the street. The sign for the disabled parking bay is already up, none of their cars show any disabled badge. The family in question have also recently been trying to sell the property.</p>	<p>Criteria for Stages 1 & 2 assessment have been met.</p> <p>Comment on parking availability is acknowledged and contradicts the statements of other objectors.</p> <p>Allegation of the applicant trying to selling the property is irrelevant. Should an applicant move away then we would re-consult before looking to remove the parking bay.</p>

Site 3. 20 Holbeck Hill, Scarborough

Proposed disabled parking bay outside 20 Holbeck Hill, Scarborough		
Responses received		
5 against		
Responder	Issue raised (against)	Officer comments
Resident of Holbeck Hill	There is already another disabled parking bay in front of 18 Holbeck. The original regular user has now moved away. The bay is occupied 24/7 by one sports car (displaying a valid parking certificate). This could be a misuse as the 2 owners of the car do not seem to have any form of disability - very able, fully ambulant and capable. No one else uses their flat on a daily basis. This should be investigated prior to designating a new disabled parking bay.	The existing RDPB outside No.18 was installed about 10 years ago and the current status of the original applicant is unknown. Several respondents are saying the occupant of No. 20 moved away some time ago.
Resident of Holbeck Hill	There is a disabled parking bay outside No. 18 Holbeck Hill. No one in the flats on this side of the road is disabled. Parking is already a problem without losing another space and having two disabled bays next to each other. We have a drive at No.16 and two garages beside No. 20A so parking can be difficult.	The proposal doesn't encroach on existing accesses.
Resident of Holbeck Hill	I object to the addition of another disabled parking bay alongside the existing one, as this will further reduce the available on-street parking. The current bay outside my residence at No. 18 was installed many years ago but remained unused for two years after the resident moved away. Recently it has been used by the resident in flat 2 but her need for it may cease if her health condition improves potentially eliminating the need for a second bay. I have not been approached by any neighbours to discuss this matter and am unaware of any residents with disabilities at No. 20. If the additional bay is deemed necessary, could it be moved slightly further up the road to allow my neighbour (who is in her mid-eighties) in the flat above to maintain easy access to her car? Otherwise, a significant area directly in front of our door will be unavailable, making it difficult for her to carry in heavy shopping etc. and access her car conveniently.	The dis-used / mis-used status of the existing disabled bay outside No. 18 has also been mentioned by other respondents. Despite background checks no information can be found about the applicant for this proposed disabled bay at No. 20 Holbeck Hill. Customer Resolution Centre have confirmed there is currently no Blue Badge holder registered at the address.
Resident of Holbeck Hill	I am writing to object to the proposed additional disabled parking bay next to the existing one, which will effectively replace the general parking space adjacent to my residence. This proposal would eliminate two general parking spaces currently available for residents. At 84 years old, I do not currently meet the criteria for	Despite background checks no information can be found about the applicant for this proposed disabled bay at No. 20 Holbeck Hill. This situation could be

	a disability designation but I find myself increasingly limited in mobility. Walking long distances and carrying heavy shopping from my car are becoming progressively challenging. I am unaware of any evidence supporting the applicant's disability or the necessity for a dedicated bay. If a disabled bay is indeed required, I suggest it be located slightly further away, beyond the driveway to No. 22. This would help preserve the existing parking arrangements for other residents while still accommodating the needs of the applicant.	explained by there having been a lapse of time between the application and the consultation. Customer Resolution Centre have confirmed there are currently no Blue Badge holders registered at the address.
Resident of Holbeck Hill	Only one bay needed, the person is applying for her mum who visits and doesn't live here.	No information has been found about the applicant for this proposed disabled bay.

Site 4. 28 Stonegate, Hunmanby

Proposed disabled parking bay outside 28 Stonegate, Hunmanby		
Responses received		
3 against		
Responder	Issue raised (against)	Officer comments
Hunmanby Parish Council	Most of the houses along Stonegate don't have access to a drive so have to park on the road. Due to the number of vehicles per household parking is limited especially evenings. The PC believes placing a disabled parking bay on this road would make parking problems worse. As it is unlikely to be policed concerns were raised that this may cause disputes amongst neighbours as has happened on Northgate.	The present level of difficulty for drivers trying to find a parking space close to their homes is acknowledged. Limited parking is one of the reasons for installing an RDPB. All streets are allowed a 10% ratio of disabled parking bays. This is a long street and easily fits with the criteria. If approved, the bay would be enforced by NYC Parking Services team.
Resident of Stonegate	The road space outside the property is not owned by the home owner. The road is already oversubscribed with residents parking, this space would only be available for those with a disabled badge. If other people had a disabled badge on the street the owner would not be guaranteed a parking space. Does the disabled space remain if the owner was to move from the property?	The present level of difficulty for drivers trying to find a parking space close to their homes is acknowledged. The proposed RDPB would be available to any blue badge holder. Should an applicant move away then we

		would re-consult before looking to remove the parking bay.
Resident of Stonegate	There is insufficient parking for the residents of Stonegate, if a space is permanently a disabled space this will make matters worse. There is already a disabled parking space less than 10m from the proposed site. If this is allowed then it would lead to more people applying for their own disabled parking space on a public road which is paid for through our road tax.	<p>The present level of difficulty for drivers trying to find a parking space close to their homes is acknowledged.</p> <p>The existing disabled parking bay is on the other side of the road 40m from the applicants property. The existing bay was created for the community centre.</p>

Site 5. 45 Stepney Avenue

Proposed disabled parking bay outside 45 Stepney Avenue		
Responses received		
4 against		
Resident of Stepney Avenue	Regarding the application for disabled bay at 45 Stepney Ave will cause serious issues as this person can actual walk about and is totally mobile esp when his vehicle broke down. There are older disabled people on this street who need a space more than him, but if you agree to this then everyone will want one.	The application assessment criteria are met.
Resident of Stepney Avenue	<p>I have sympathy for the resident at No.45 Stepney Ave but think that this proposal should not be approved. There are many residents on this street with mobility issues and across the whole Scarborough area. We recently received a very rude letter (as did all the neighbours) complaining that somebody had been parked outside a house of a resident with mobility issues. When my son went to move his car he found it covered in raw eggs which was difficult to remove. I worry that to approve this application will open the door to thousands more applications across Scarborough. How on earth can this be enforced?</p> <p>I think that approval of this application will lead to a great deal of hostility amongst neighbours on the street. We all have problems parking outside normal office hours including other people with mobility issues and parents with young children. Will parents be able to apply for mother and baby parking bays too? What will happen when this resident leaves the property?</p>	<p>The application assessment criteria are met.</p> <p>There are no other disabled parking bays on this street.</p> <p>Officers regret to hear of the hostility of the type described.</p> <p>Any blue badge holder who passes the assessment criteria can apply for a RDPB.</p> <p>Mother and baby parking spaces do not exist in the</p>

	How will the parking restrictions be enforced? I can't see a parking warden visiting outside office hours to issue parking tickets. If the resident has to report people for parking in their disabled parking bay I can see this leading to abuse and resentment, given the details of abuse my son was subject to for parking outside a neighbour's house.	UK on public residential streets. Should an applicant move away then we would re-consult before looking to remove the parking bay.
Resident of Stepney Avenue	There are parking difficulties already in Stepney Avenue without effectively one property having a dedicated space. Approval would no doubt set a precedent for others. The bay shown on the plan is wider than the frontage of the property which is far more than one vehicle requires and would further diminish parking provision. What will happen in the future if no provision is required - will it be removed?	This parking space would be available to any blue badge holder and not exclusively for the adjacent resident. Should an applicant move away then we would re-consult before looking to remove the parking bay.
Resident of Stepney Avenue	If this is passed I take it that any blue badge holders in the avenue will be able to use it. If not you may as well extend the disabled parking bay up to number 57. I have lived all my life (82 years) in this avenue - my opinion should count!	Any blue badge holders will be entitled to use the proposed parking bay. Any other blue badge holders on the street are entitled to apply for a RDPB and their applications will be assessed on merit.

Site 6. 68 Grange Avenue, Filey

Proposed disabled parking bay outside 68 Grange Avenue, Filey		
Responses received		
1 against		
Resident of Grange Avenue	Why does she need a disabled parking bay when she parks outside 62 Grange Ave, she hasn't parked outside her own home for over 2 years even though the space is free every day and night. She takes the dog on country car park 7am every morning, when she comes back everyone has left for work, the space outside her house still empty but chooses to park outside 62. The disabled bay would not be used and would take up a much needed space for other residents.	The application has passed Stage 1 and 2 criteria. There is no valid reason to uphold the objection.

Site 7. 18 Park Terrace, Whitby

Removal of disabled parking bay outside 18 Park Terrace, Whitby		
Responses received		
2 against		
Responder	Issue raised (against)	Officer comments
Local member	No changes to on-street parking arrangements should be made until consultation has taken place on the proposed Controlled Parking Zone.	We are aware that the original applicant no longer lives at the address. However parking in this part of Whitby is under a great deal of pressure, as it is close to the town centre and hospital and outside the controlled parking zone (CPZ).
Resident of Park Terrace	We have the disabled parking bay next door and often find it occupied by tourists parking. We are both unable to walk any distance very well. Sometimes the only available place to park is the disabled bay outside 18. Parking is a nightmare in this area most of the year.	RDPB's are not reserved for any particular user and are available for use by any blue badge holder.

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

(Form updated October 2023)

Proposed installation of a new on-street residential disabled parking bay (RDPB) outside 28 Stonegate, Hunmanby

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔



Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Environment Highways & Transportation
Lead Officer and contact details	John Hough 07773 599929
Names and roles of other people involved in carrying out the EIA	
How will you pay due regard? e.g. working group, individual officer	Individual officer carrying out EIA
When did the due regard process start?	8 th Oct 2024

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

A proposal to provide a new on-street residential disabled parking bay outside 28 Stonegate, Hunmanby

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

The proposal meets the council's Residential Disabled Parking Policy. The proposed bay would help enable the blue badge holder resident at 28 Stonegate to have an improved chance of parking their vehicle within close walking distance of their home.

Section 3. What will change? What will be different for customers and/or staff?

If approved, a new on-street residential disabled parking bay would be marked outside 28 Stonegate, Hunmanby. The bay would be available to any blue badge holder but the applicant would have an improved chance of finding a convenient parking space adjacent to their home.

The effect for non blue badge holders would be that one and a half on street car lengths would no longer be available to them for parking.

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

In conjunction with Legal Services, the proposal was subject to a Statutory consultation between 24 May & 17 June 2024. During this period the proposal was advertised in the local press and the residents of the street received a hand delivered letter and questionnaire inviting their comments on the proposal.

The proposal received support from 2 residents as well as from the Scarborough Ramblers and the Yorkshire Coast & Disability Forum.

The proposal received objections from a further 2 residents and from Hunmanby Parish Council.

The local member, whilst appreciating the applicants needs, has also raised an objection. The concerns centred around the general shortfall of off-street and on-street parking on Stonegate and the extra parking demand generated by activities held at the nearby Community Centre. It was also raised that the proposed blue badge parking bay could get used by blue badge holders other than the applicant, which could result in disputes.

Section 5. 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.

There would be a small initial works cost with installing the parking bay and costs incurred by Legal Services for making changes to Traffic Regulation Orders. Estimated total approximately £2000. The costs would be met from the local highway office's Signs and Lines budget.

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age	√			

APPENDIX D

Disability		√		The applicant would likely have an improved chance of finding a convenient parking space adjacent to their home. The disabled parking bay would also be available for any blue badge holder.
			√	As the location is close to a busy community centre, it is more likely than usual that, at times, a blue badge holder other than the applicant could be occupying the disabled space. This is true for residential disabled bays everywhere, as they are not reserved for a particular person.
Sex	√			
Race	√			
Gender reassignment	√			
Sexual orientation	√			
Religion or belief	√			
Pregnancy or maternity	√			
Marriage or civil partnership	√			

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
..live in a rural area?	√			
...have a low income?	√			
...are carers (unpaid family or friend)?		√		Visiting carers engaged in supplying transportation needs for the applicant will be entitled to use the parking bay providing they are displaying the blue badge.
are from the Armed Forces Community	√			

Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)	
North Yorkshire wide	
Craven	
Hambleton	
Harrogate	
Richmondshire	
Ryedale	
Scarborough	√
Selby	
If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.	
No	

Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.
No

Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	√
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
Explanation of why option has been chosen. (Include any advice given by Legal Services.)	
If the new residential disabled parking bay is approved and implemented, there is no adverse impact for people with protected characteristics.	

Section 11. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

It is expected that the proposal once implemented would have a positive impact on the disabled resident. RDPB's are not usually monitored other than by enforcement officers. This proposal has been subject to a great deal of discussion due to the objections from the Parish Council and two of the residents and we feel that if problems result from this installation we would be informed by the Parish Council and local member.

Section 12. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements

Section 13. Summary Summarise the findings of your EIA, including impacts, 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.

During the public consultation, support and objections were received. However, none of the objections were of a nature that would justify withholding the provision of a new facility designed to make a disabled resident's life a little easier. This is the case even if it is acknowledged that, at times, the disabled space could be occupied by other blue badge holders. It is recommended that the proposal for a new disabled bay outside number 28 Stonegate should be approved.

Section 14. Sign off section

This full EIA was completed by:

Name: John Hough
Job title: Project Engineer
Directorate: Environment

Signature:

Completion date: 09 Oct 2024

Authorised by relevant Assistant Director (signature): **Barrie Mason**

Date: 25/11/2024

<p>Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')</p> <p>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</p>			
Directorate	Environment		
Service area	Highways & Transportation		
Proposal being screened	Traffic Regulation Orders – Proposed installation of residential disabled parking bays at 4 separate locations.		
Officer(s) carrying out screening	John Hough		
What are you proposing to do?	Installation of residential disabled parking bays at: 1 Spring Vale, Whitby 2 Park Street, Scarborough 45 Stepney Avenue, Scarborough 68 Grange Avenue, Filey		
Why are you proposing this? What are the desired outcomes?	Eligible residents have applied for RDPB's outside or near their properties going through the application process set out by NYC. The desired outcome is to provide these facilities for the applicants.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
<p>Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics?</p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? <p>If for any characteristic it is considered that there is likely to be a significant 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	Yes	No	Don't know/No info available
Age		√	
Disability		√	
Sex (Gender)		√	
Race		√	
Sexual orientation		√	

Gender reassignment		√	
Religion or belief		√	
Pregnancy or maternity		√	
Marriage or civil partnership		√	
NYC additional characteristic			
People in rural areas		√	
People on a low income		√	
Carer (unpaid family or friend)		√	
Does the proposal relate to an area where there area known inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	Blue badge holders will be able to park in the proposed bays therefore improving access for disabled people.		
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.	None		
Decision (Please tick one option)	EIA not relevant or proportionate:	√	Continue to full EIA:
Reason for decision	The proposed RDPB's will have a positive impact on people with disabilities who are blue badge holders.		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	25/11/2024		

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

(Form updated October 2023)

Proposal to remove an existing residential disabled parking bay (RDPB) at 18 Park Terrace, Whitby

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Name of Directorate and Service Area	Environment Highways & Transportation
Lead Officer and contact details	John Hough 07773 599929
Names and roles of other people involved in carrying out the EIA	
How will you pay due regard? e.g. working group, individual officer	Individual officer carrying out EIA
When did the due regard process start?	08 Oct 2024

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

A proposal to remove an existing residential disabled parking bay (RDPB), outside 18 Park Terrace, Whitby.

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

The parking bay was installed for a former resident blue badge holder who has since moved away from the property. There are no longer any blue badge holders resident at 18 Park Terrace. The new owner of 18 Park Terrace has applied to the council to have the existing disabled parking bay removed.

The owner of 18 Park Terrace has converted the front garden for parking, but it has no vehicle crossing (dropped kerbs). The highway authority cannot agree to a new vehicle crossing whilst the disabled bay remains. For new RDPB applications, the council's policy requires a corresponding, vehicle owning, blue badge holder at the application address. It could therefore be inferred that when those conditions are not met, the parking bay should be removed.

Section 3. What will change? What will be different for customers and/or staff?

If the RDPB was removed it would enable all drivers, including the resident of 18 Park Terrace, to park outside 18 Park Terrace. At present only those with blue badges can park in the disabled bay.

However, if the RDPB was removed, it is likely the owner of 18 Park Terrace would apply for a vehicle crossing to make their unofficial off street parking place into a driveway. This would benefit 18 Park Terrace, but would remove one on street parking space for general use as no one would be able to park on the street in front of the new driveway (blocking it) except the owner of number 18 Park Terrace.

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

In conjunction with Legal Services, the proposal was subject to a public consultation between 24 May & 17 June 2024. During this period the proposal was advertised in the local press and the residents of the street received a hand delivered letter and questionnaire inviting their comments on the proposal. The proposal to remove the parking bay received support from one resident as well as the Scarborough Ramblers, the Yorkshire Coast & Disability Forum and Whitby Town Council.

The proposal to remove the parking bay received objections from one resident and the local councillor. The resident objecting to the removal of the bay was the next door neighbour who commented that despite having the use of a RDPB outside their property they have come to rely on the adjacent RDPB outside number 18 Park Terrace in order to park anywhere close to their home.

The local councillor's objection is based on Park Terrace not being part of the controlled parking zone, CPZ, despite it being located close to the town centre of Whitby. Park Terrace properties have a limited amount of off street parking. The demand for parking is high amongst residents, and with the location being close to many businesses, shops and holiday accommodations there is heavy competition for on street parking by all those categories of user. The demand for on-street parking on Park Terrace is so great that the local member does not wish to see anything change that reduces further the number of publicly available on street parking places.

Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

The anticipated impact on council budgets would be neutral. There would be a small initial works cost with removing the parking bay and costs incurred by Legal Services for making changes to Traffic Regulation Orders. Estimated total approximately £1000.

If the parking bay were to be removed and the highway authority granted the owner of 18 Park Terrace permission for a dropped kerb crossing and 'H' bar road marking at No.18 to legalise use of the driveway, the applicant would have to bear the cost.

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age	√			
Disability			√	<p>The removal of a disabled parking bay would have a direct impact on blue badge holders. The response from the consultation showed that the disabled bay outside number 18 Park Terrace is used by a neighbouring blue badge holder when necessary when the disabled parking bay outside 17 Park Terrace is occupied by another blue badge holder. Both RDPBs are available to any blue badge holder, whether they are residents of Park Terrace or not.</p> <p>If the disabled parking bay outside 18 Park Terrace were to be removed and the owner of 18 Park Terrace creates an off street parking place, then there would be one less on street parking space available for general use. This may impact those who are not blue badge holders but who have a disability.</p>
Sex	√			
Race	√			
Gender reassignment	√			
Sexual orientation	√			
Religion or belief	√			

Pregnancy or maternity	√			
Marriage or civil partnership	√			

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
live in a rural area?	√			
have a low income?	√			
...are carers (unpaid family or friend)?	√			
are from the Armed Forces Community	√			

Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)	
North Yorkshire wide	
Craven	
Hambleton	
Harrogate	
Richmondshire	
Ryedale	
Scarborough	√
Selby	
If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.	
No	

Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) **State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.**

No

Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
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5. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	
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6. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	√
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7. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	
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8. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
--	--

Explanation of why option has been chosen. (Include any advice given by Legal Services.)

In light of the responses from consultation, the local highways team will recommend to decision makers that the removal of this RDPB should not be approved, ie it is to remain.

Section 11. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

The proposal is not recommended to be implemented.

Section 12. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements

Section 13. Summary Summarise the findings of your EIA, including impacts, 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.

Park Terrace is located close to the town centre of Whitby but is not part of the controlled parking zone (CPZ). The street is a through route and frequently gets used for parking by non-residents since it is free of cost and time limits. There are 19 addresses on Park Terrace but on-street parking space for only 15, including the two disabled bays. Some residents have converted their gardens into driveways and thereby reduced on-road parking availability for others. The applicant at No.18 has also converted the garden into a driveway but it is unofficial and has no dropped kerb.

The resident objecting to the removal of the RDPB is the next door property whose comments were that due to there being limited parking space on the street they often find the RDPB outside their own property is occupied by another blue badge holder and so they have to rely on the adjacent RDPB at No.18 if they are to park reasonably close to their home.

If the driveway at No.18 Park Terrace were to be made legitimate, the removal of the disabled parking bay would reduce the number of on street parking spaces by one.

The local councillor's view is that no changes should be made at the present time that reduces further the number of publicly available on street parking places.

Due to the outcome of the public consultation which included evidence about how people with a disability would be affected if the disabled bay were to be removed, the local highways team will recommend to decision makers that the disabled bay outside number 18 Park Terrace should remain.

Section 14. Sign off section

This full EIA was completed by:

Name: John Hough
Job title: Project Engineer
Directorate: Environment
Signature:

Completion date: 09 Oct 2024

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 25/11/2024

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

<p>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</p> <p>However, you will still need to summarise your findings in the summary section of the form below.</p> <p>Please contact climatechange@northyorks.gov.uk for advice.</p>	
Title of proposal	Residential Disabled Parking Bays – Area 3 various locations
Brief description of proposal	To introduce disabled parking bays at five different locations.
Directorate	Environment
Service area	Highways & Transportation
Lead Officer	John Hough
Names and roles of other people involved in carrying out the impact assessment	
Date impact assessment started	27/06/2024
<p>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.</p>	

None

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

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

The cost of implementing the road markings and traffic signs would be funded from the local highway area office's Signs, Lines and TRO budget. Maintenance of the road markings would be absorbed as part of the annual maintenance budget. Disabled parking bays will be enforced by North Yorkshire Council parking enforcement as part of their daily duties.

<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</p>	<p>No impact</p>	<p>Negative impact</p>	<p>Explain why it will 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 CO_{2e} • 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>Minimize greenhouse gas emissions eg. Reducing emissions from travel, increasing energy efficiencies etc.</p>	<p>Emissions from travel</p>	<p></p>	<p>x</p>	<p></p>	<p></p>	<p></p>	<p></p>
	<p>Emissions from construction</p>	<p></p>	<p>x</p>	<p></p>	<p>n/a</p>	<p></p>	<p></p>
	<p>Emissions from running of buildings</p>	<p></p>	<p>x</p>	<p></p>	<p>n/a</p>	<p></p>	<p></p>
	<p>Other</p>	<p></p>	<p>x</p>	<p></p>	<p></p>	<p></p>	<p></p>

Minimise waste : reduce, reuse, recycle and compost eg. reducing use of single use plastic					
Reduce water consumption		x			
Minimise pollution (including air, land, water, light and noise)		x			

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.	Positive impact	No impact	Negative impact	Explain why it will have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO_{2e} • Links to relevant documents 	Explain how you plan to mitigate any negative impacts	Explain how you plan to improve any positive outcomes as far as possible
Ensure resilience to the effects of climate change eg. reducing flood risk, mitigating effects of drier hotter summers		x				
Enhance conservation and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		x				
Other (please state below)		x				

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

None

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

In summary, the Highway Authority's recommendation to install 5 No. residential disabled parking bays is expected to have a negligible impact on environmental issues. These proposals are not expected to have a significant effect on traffic speeds. The proposals are not anticipated to have any impact on the choice of mode of transport.

Sign off section

This climate change impact assessment was completed by:

Name	John Hough
Job title	Project Engineer
Service area	Highways and Transportation
Directorate	Environment
Signature	J. Hough
Completion date	27/06/2024

Authorised by relevant Assistant Director (signature) : Barrie Mason

Date: 25/11/2024