

North Yorkshire Council

Environment Executive Members

24 January 2025

North Yorkshire Council Pedestrian and Cycle Zone (School Streets Pilot) Beechwood Grove, Harrogate Experimental Traffic Regulation Order 2023

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 To advise the Corporate Director of Environment and the Executive Member for Highways and Transportation on the outcome of the Experimental Traffic Regulation Order (ETRO) and public consultation in respect of the Pedestrian and Cycle Zone (School Streets Pilot) Beechwood Grove, Harrogate; and
- 1.2 To seek approval to implement the scheme on a permanent basis, or for it to be set aside in light of the objections received to the Traffic Regulation Order advertised for public comment in July 2023.

2.0 BACKGROUND

- 2.1 North Yorkshire Council (NYC) as Highway Authority worked in partnership with the local community and Oatlands Junior School to address road safety concerns in the area and create a safer highway environment at the start and end of the school day.
- 2.2 The School Streets (Pedestrian and Cycle Zone) initiative is a national scheme promoted by the Department of Transport to restrict most traffic movement on a street or streets directly outside a school at drop off and pick up times, to create a safer environment and encourage more children to walk, cycle or scoot to school. It promotes the opportunity for a healthier lifestyle, reducing congestion, improving air quality and overall leading to a better environment for all road users. Scotland was the first to introduce School Streets in the UK in 2015, with the London Borough of Camden the first in England in 2017.
- 2.3 As part of this work Oatlands Junior School was proposed as a pilot location for a School Streets scheme along with a number of school sites that suffer from road safety and parking issues. A review and assessment determined the schools and streets chosen to implement a pilot. The assessment criteria used to select the pilot locations were carried out taking into consideration the locations of the schools and the following: -
 - Existing road safety measures eg traffic calming, parking restrictions
 - Collision history
 - Speed limit of the road(s)
 - Evidence of an existing congestion problem
 - Existing Park & Stride / Cycling Options to travel to school.
 - Impact to surrounding road network eg, parking displacement, access to other streets, emergency access.

- 2.4 The proposal to limit vehicular access along Beechwood Grove using an Experimental Traffic Regulation Order (ETRO) (Pedestrian and Cycle Zone, term time only, Monday to Friday 8:30am – 9:00am and 3:00pm – 3:45pm), shown on the attached plan in Appendix A, was in response to the review and to an injury related collision in January 2023 and was supported by local residents, Oatlands Junior School, NYC and North Yorkshire Police. The injury related collision was a result of a vehicle losing control whilst reversing which resulted in a collision with a parked vehicle, then the vehicle mounted the pavement and struck a garden wall. It is not known whether the vehicle struck the two casualties or if they sustained injury possibly from the collapse of the garden wall / gate. The vehicle then continued forward at speed out of control striking another wall at a neighbouring property along with a vehicle.
- 2.5 Prior to implementation of an ETRO an informal consultation was carried out with the local community and key stakeholders which included residents of Beechwood Grove, Parents / Guardian of children from Oatland Junior School Harrogate detailing the proposals and its benefits to reduce vehicular traffic in order to improve road safety, reduce air pollution and encourage active travel (walking and cycling).
- 2.6 In line with the School Streets initiative and ethos a request was made for volunteers from the community to come forward to assist with stewarding the temporary traffic management used at school start and finish times as volunteers are crucial to a school streets scheme success. Oatlands Junior school came forward with a member of staff to assist with stewarding along with residents and community volunteers to which operates a rota system managed by Oatlands Junior School.
- 2.7 As part of the assessment of the pilot scheme, traffic surveys were undertaken prior and after implementation of the pilot in 2023 / 2024, in order to ascertain vehicle numbers accessing Beechwood Grove at school times and during school holidays (Half Term) to determine measures of success in limiting vehicle numbers at school start and finish times.
- 2.8 The surveys demonstrated that the weekly traffic counts saw an overall decrease in traffic volume by 34% with a 25% drop in cars accessing Beechwood Grove since the introduction of the pedestrian / cycle zone. Due to the exemptions within the ETRO and the removal of parental vehicular traffic during the times the scheme is operation it shows an increase in light goods vehicles (LGV) and Heavy Goods Vehicles (HGV) however detailed analysis of the data showed that peak LGV and HGV levels were prior and after the scheme was in operation. The results of the surveys are attached in Appendix B.
- 2.9 Average speed data recorded showed a slight increase in speed from 18.3mph to 19.8mph however in accordance with the DfT's guidance "Setting Local Speed Limits" and include factors such as existing traffic speeds, history of collisions, road purpose/function, population size, expected vulnerable road users and environmental affect. These factors were all considered to which proposals to implement a 20mph speed limit in Beechwood Grove are detailed further within this report.
- 2.10 Both Beechwood Junior and Primary School's over the school year (September 2024/July 2024) utilised a Living Streets Travel Tracker which monitors active travel trips taken by pupils on their journey to and from school. Over this period 92.8% of trips were classified as active and overall, throughout the school year a downward trend of non-active travel trips was achieved.

3.0 CONSULTATION UNDERTAKEN AND RESPONSES

- 3.1 Prior to implementing an ETRO the Council is required to consult those directly affected by the proposal an informal consultation was conducted with the local community and key stakeholders which included residents of Beechwood Grove, Parents / Guardians of children from Oatlands Junior School and North Yorkshire Police. The informal consultation

detailed the proposals and its benefits to reduce vehicular traffic in order to improve road safety, reduce air pollution and encourage active travel (walking and cycling). The informal consultation also included how an ETRO is implemented and detailed that once advertised there is the opportunity for comments to be received during the first six months of the pilot scheme.

- 3.2 The proposal has been subject to consultation and public advertisement in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Order (ETRO) was advertised for public comment in the local press, published on North Yorkshire Council's website and by means of a legal notice placed on the relevant street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations.
- 3.3 The ETRO was advertised for public comment on 25 July 2023 as follows: North Yorkshire Council (School Streets Oatlands Junior School Beechwood Grove, Harrogate) (Prohibition of Driving) Experimental Order 2023. As the order is an experimental order (6-month consultation period) the last date for receipt of objections was 10 February 2024.
- 3.4 Under the constitution of the council the consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Executive and the role of the Area Constituency 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 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.
- 3.5 Since the objections received oppose the scheme, which is contained within one street, one community and one Council Ward, this does not have a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.
- 3.6 The local Councillor contacted during and after the consultation is fully supportive of the proposals.
- John Mann – Oatlands and Pannal
- 3.7 In accordance with the protocol for Environment Executive Member reports, the Local Elected Member will be provided with a copy of this report and be invited to the meeting on 24 January 2025.

4.0 OFFICERS COMMENTS

- 4.1 Officers have considered the objections and comments received and have summarised the response along with officer comments in Appendix C. With an Experimental Traffic Regulation Order there is a consultation period of six months from the date of advertising to allow for public comment.
- 4.2 In total, there were two formal objections these included concerns over vehicle migration, congestion and the lack of additional parking infrastructure in the surrounding area to assist due to the closure of Beechwood Grove at school start and finish times. A further 13 comments were received in respect to the pilot which have been included within Appendix C.

- 4.3 The Pedestrian / Cycle zone (School Street scheme) is considered appropriate for the nature and characteristics of the road. Officers do not consider making the scheme permanent will be detrimental to safety, traffic volumes or journey times, but will only assist in creating a safer environment at school start and finish times within Beechwood Grove which will support parents and children to encourage further active travel.
- 4.4 Officers consider that the proposed measures set out in this report will help improve road safety and for the reasons as set out in the Statement of Reasons for proposing to make the Order attached to this report in Appendix D. The proposed measures will also enable the Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004, i.e., to secure the expeditious movement of traffic on the authority's road network and both the more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The cost of advertising the ETRO and installing the signing was estimated at £3000 which was funded from existing Civil Parking Enforcement Minor Projects budget.

6.0 LEGAL IMPLICATIONS

- 6.1 In the event that the Corporate Director of Environment and the Executive Member for Highways and Transportation 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 Order (with or without modifications) and publish a notice of making the Order 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.
- 6.2 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.
- 6.3 In recommending the implementation of the proposed ETRO, officers consider that it will enable the Council to comply with its duties under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004. In light of the objection being received it has also been considered whether it would be appropriate to hold a public inquiry. As there is just a specific objection to be considered it would not be proportionate in terms of both time and costs to hold an Inquiry. The objection can be given proper regard in the report and decision-making process.

7.0 NEXT STEPS

- 7.1 The School Streets scheme in Beechwood Grove is effectively the first step in a series of measures to improve road safety within the Oatlands and Pannel area of Harrogate, as part of a wider ongoing investigation. The area continues to be the subject of detailed analysis, with the intention of making further improvements over the next year. These improvements will be mainly focused on the implementation of 20mph speed limits, but other road safety opportunities will also be evaluated.
- 7.2 Officers work closely with stakeholders, such as North Yorkshire Police, so they are included in the decision-making process and will ensure that local members and the community are engaged and kept up to date on progress.

- 7.3 Proposals were advertised between 05 – 27 December 2024 for the introduction of 20mph speed limits within south / southwest Harrogate to which Beechwood Grove is included within these proposals to promote safer roads across residential areas and in locality of schools.
- 7.4 On Beechwood Grove specifically the proposed 20mph speed limit will complement the School Streets scheme by supporting parents and children to encourage and compliment active travel by walking, cycling and scooting for the journey to and from school, which will help the environment by reducing congestion and pollution.
- 7.5 Recently NYC acquired powers from the Department of Transport (Traffic Management Act 2004 Part 6) to allow the authority to utilise camera technology to enforce a limited number of moving traffic offences. These powers enable the Council to take positive and effective action at sites which suffer the worst effects of poor driver compliance that is the cause of congestion, delay and road safety risk. Currently Pedestrian / Cycle zones are enforced by North Yorkshire Police moving forward with the new powers utilising camera technology this location would be considered as a future site to enforce the restriction using these powers.

8.0 EQUALITIES IMPLICATIONS

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

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 Consideration has been given to the potential for any climate change impacts arising from the recommendation and a Climate Change Impact Assessment screening form has been completed. It is the view of officers that this recommendation does not have a significant adverse impact on any climate change factors. A copy of the Climate Change Impact Assessment decision form is attached as Appendix F.

10.0 REASONS FOR RECOMMENDATIONS

- 10.1 Prior to implementation of the ETRO, Beechwood Grove had seen a significant increase over the years in congestion, delay and road safety concerns at school start and finish times. By implementing the pedestrian / cycle zone on a permanent basis prohibiting motor vehicles between the hours of 8:30am – 9:00am and 3:00pm – 3:45pm Monday to Friday (School term time only) to reduce vehicular traffic in order to improve road safety, reduce air pollution and encourage active travel (walking and cycling) at school start and finish times.
- 10.2 This allows the Council to comply with its duty under Section 122(1) of the Road Traffic Regulation Act 1984 to exercise its functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and for preventing the likelihood of any such danger arising and preserves/ improves the amenities of the area through which the road runs, as set out in the Statement of Reasons, for proposing to make the Order.

11.0 RECOMMENDATIONS

- 11.1 It is recommended that the results of the results of the consultation exercise are noted and
- i. the Corporate Director, Environment, in consultation with the Environment Executive Member for Highways and Transportation, approves the permanent introduction of the Pedestrian / Cycle Zone (School Streets) as advertised and as shown in the Plan contained in Appendix A
 - iii. that the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director, Environment and Executive Member for Highways and Transportation in light of the objections received and that the objectors are notified within 14 days of the order being made.

APPENDICES:

Appendix A – Location Plan

Appendix B – Traffic Surveys

Appendix C – Consultation responses

Appendix D – Site Photos

Appendix E – Equality Impact Assessment

Appendix F – Climate Change Impact Assessment

BACKGROUND DOCUMENTS: None

Barrie Mason
Assistant Director – Highways and Infrastructure
County Hall, Northallerton

Report Author and Presenter: Andrew Clare, Senior Traffic Management and Parking Engineer

Beechwood Grove, Harrogate School Streets Pilot – Oatlands Junior School



Prohibition of driving of motor vehicles restriction (Pedestrian and Cycle Zone)
8:30am - 9.00am and 3.00pm - 3:45pm Monday to Friday (School Term Time Only)

Traffic Count (ATC) survey data Feb 2023



Vehicle Classification		
Car		53.68%
HGV		1.61%
PSV		0.05%
LGV		42.03%
MCL		0.36%
PED		0%
Other		0.30%



Traffic Count (ATC) survey data July 2024










Vehicle Classification		
Car		28.33%
HGV		2.11%
PSV		0.08%
LGV		66.27%
MCL		1.81%
PED		0%
Other		0.84%



Traffic Count (ATC) survey data Feb 2024 (Half Term)



Vehicle Classification		
Car Car		84.84%
HGV HGV		1.60%
PSV Public Service Vehicle		0%
LGV Light Goods Vehicle		10.90%
MCL Motorcycle		0.35%
PED Pedestrian		0%
Other Non-Vehicle		1.33%



Summary of Comments	Officer Comments
<p>Objections received.</p> <p><u>Parent of child at Oatlands Junior School</u> I would like to raise complaint regarding the current pilot scheme in which Beechwood Grove is closed to parents dropping their children at Oatlands Junior school. Frankly, it is not practical to restrict access to the road in which the school is based – it simply pushes the problem to surrounding streets and makes them even more congested. Having picked up our daughter this week at 3:30pm, it took us until 4pm to get out of Hornbeam Park.</p> <p>The problem will no doubt get even worse as the winter comes. Those parents that are walking at present, will start driving as the weather worsens.</p> <p>Both my wife and I were witness to the incident last year and do appreciate it must be frustrating for the residents on that road but being frank, the school is there, and they knew about the pickup/drop offs – if you chose to live there, it comes with the territory.</p> <p>Blocking the road will only further increase the congestion and further increase the prospect of an incident and likely a worse one, with it being on the main road. I understand there was pressure from residents of Beechwood Grove to have the restricted access extended to adjacent streets? Where do they expect parents to park? While everyone walking to school is a wonderful idea in concept, it is simply not a practical one for the majority of those parents who live outside a realistic walk or have work commitments. We live a mile away and will always try to walk but it is just not realistic for every journey and with younger siblings.</p> <p>Finally, the ‘mob’ of residents / school staff / volunteers who seem to be manning the barricade on a daily basis, give off an intimidating vibe with their discerning looks as parents pass by. It is just not a nice feeling. The safety and happiness of the children is the most important thing. With this new scheme in place, it appears the residents are the priority and the needs of the children have not been considered. The journey to school is meant to be an enjoyable and exciting experience however at present it feels unwelcoming and threatening.</p> <p><u>Parent of child at Oatlands Junior School</u> I am writing to object to the indefinite continuation of the ETRO that is currently in place allowing the pilot scheme on the following grounds.</p> <ol style="list-style-type: none"> 1. The pilot has caused a significant volume of traffic migration to a number of neighbouring streets, such as Almsford Drive, Halstead Road and the streets near to 	<p>The pedestrian / cycle zone (school streets) is considered appropriate for the nature and characteristics of the road as it reflects current usage by supporting parents and children to encourage and to compliment active travel at school start and finish times, which will intern help the environment by reducing congestion and pollution within the locality of the school.</p> <p>Officers appreciate that some vehicle migration has occurred within the surrounding area however the existing road network can accommodate current traffic volumes.</p>

the Infant school. Parents who previously parked on Beechwood Road whilst dropping off/picking up their children are now parking on other streets rather than walking or cycling to school. This has not resulted in creating a safer environment for all road users it has simply pushed the problem elsewhere and impacted the safety of pupils attending the Infant school.

2. There is a lack of supporting infrastructure for the ongoing closure of Beechwood Grove. Hornbeam Park is supposed to act as a park and stride location but there are not enough parking spaces in the car park for parents and train users. This has resulted in parents parking every day in the spaces that are designated for electric cars to recharge. Train users are also being forced to park on surrounding streets (Rayleigh Road and Hornbeam Crescent) as a result of park and stride.
3. No additional safety precautions have been taken for an increase in parents/children walking to school. The footpath leading up to the Hornbeam Park station is dangerously narrow and at school drop off/pick up times parents/children are forced to share the footpath with a high volume of students walking from the train station to both St Aidan's and St John Fisher schools. As a parent who walks this route every day (and has done so long before the pilot commenced) I can confirm that pedestrians are often forced to walk partially on the road as we cannot all fit on the footpath. In addition, the traffic passes extremely close to pedestrians, and I have witnessed many vehicles mounting the kerb and narrowly missing pedestrians near to the busy road junction at Hornbeam Park. The closeness of the vehicles is also concerning, given the fumes omitted and unfortunately the fumes cannot be avoided at the junction to Hornbeam Park.
4. The pilot is being run in isolation to other local schools and therefore has no value outside of Beechwood Road. As well as the neighbouring Infant school there are two Secondary schools situated close by (St Aidan's and St John Fisher). There has been no holistic approach to create a safe environment for the students who attend these schools which does not make sense given that they are older and therefore more capable of walking/cycling to and from school.
5. The pilot appears to have begun as a result of an accident on Beechwood Grove during the last academic year. My understanding is that this was an unfortunate incident that was not caused by a driving exceeding the speed limit. To the best of my knowledge there have been no other accidents of the same nature on Beechwood Grove, therefore there appears to be no clear explanation as to why this particular street has

been identified for this ETRO above any other school street in Harrogate.

6. There is no clear evidence to suggest that the pilot has encouraged more parents to choose to walk/cycle/scoot their children to school from home. In addition, there is no clear evidence that the pilot has resulted in a reduction of the number of vehicles in the wider neighbourhood.

General comments received.

Resident of Harrogate

I fully support any policy to reduce car use and have found it frustrating seeing the selfish behaviour of the way some parents park on Beechwood grove in the past, I was also very close to the car that lost control in January 2023 injuring one pupil. However, I feel that this current plan is flawed and mitigations to problems in the nearby area should have been addressed prior to this change.

Resident of Harrogate

I am all for stopping traffic but just diverting the problem to somewhere else if there aren't any other solutions out in place, like making the cycle paths to school safe and accessible to riders (there is overgrown vegetation unsafe and uneven ground and not wide enough, from Hornbeam Park to Oatlands). The walk to school down Hookstone road had areas that are unsafe even to walk at times because of obstructions. There is also no extra parking at Hornbeam Station at school start times.

Resident of Harrogate

As a parent of both an infant & junior school pupil I can fully appreciate the reasoning behind the Beechwood Road closure. However not including the section of Almsford Drive closest to school and also the section of road which includes such a corner seems like a dangerous oversight. I appreciate parents need to park somewhere but the section of Almsford Drive currently exempt is much safer as opposed to the section of the road which is not exempt.

Resident of Harrogate

I am writing to you regarding the experimental road closure for Oatlands School during drop off and pick up times. Whilst I agree entirely in relation with the overall aim of improving road safety, I am not entirely sure this will achieve this aim. Yes, Beechwood Grove will be much safer for children and improve quality of life for residents of Beechwood Grove, I fear this road closure will cause the following problems.

All parents using a vehicle will now use Hookstone Avenue to drop of their children using the top entrance to the school, this adding even more traffic to this road and adding addition danger to children who drop off at not only Oatlands Junior

School but also Oatlands infant's school. Thus, moving the current problem on Beechwood Grove to another location.

Drivers will abandon cars on Hookstone Road to walk their children to school causing an already busy road to be impassable.

Parent of child at Oatlands Junior School

We live on ash road; will this not just move the problem of the number of cars onto the main road and surrounding streets?? There are children walking to high school and also infants / juniors walk on the surrounding roads equally. Is this not causing a backup and traffic around children on other roads at peak time?

Parent of child at Oatlands Junior School

Frankly, it is not practical to restrict access to the road in which the school is based – it simply pushes the problem to surrounding streets and makes them / Hornbeam Park even more congested. The problem will no doubt get even worse as the winter comes. Those parents that are walking at present, will start driving as the weather worsens.

The safety and happiness of the children is the most important thing. With this new scheme in place, it appears the residents are the priority and the needs of the children have not been considered. The journey to school is meant to be an enjoyable and exciting experience however at present it feels unwelcoming and threatening.

Resident of Beechwood Grove

The new traffic system on Beechwood Grove has reduced massively reduced the traffic on our street at school start and finish times and been successful. Please can you clarify how delivery drivers / workmen etc can access my property during the hours of operation?

Resident of Harrogate

I'm writing regarding issues with antisocial parking in Halstead Road. Please can this be factored into forward planning of the Oatlands pedestrianised zone as I feel fairly strongly that you are currently not solving the problem , but simply moving it into the next street up.

Resident of Harrogate

Recently changes have been made to the parking at Oatlands junior school. For whatever reason , it has now created a situation which is ludicrous. In fact, dangerous, an accident waiting to happen.

Now that parents/carers cannot park on Beechwood Grove, their cars are being parked elsewhere, causing congestion and more importantly, dangerous situations for people to negotiate with young children. I worry that there will be an accident soon that will confirm this.

If people can walk to school, they will walk. If they can't for whatever reason, they will take their car.
Perhaps the residents on Beechwood Grove are upset about the cars? It is the same for anyone living near a school. It goes with the territory of buying a house near a school.

Parent of child at Oatlands Infant School

I am a local resident and parent of children, one of which attends Oatlands infants. I would like to provide some feedback regarding the recent implementation of Beechwood Grove as a school Street. I am very much in favour of having Beechwood Grove as a school Street, I believe it to be safer for children and pedestrians in general.

In the interim period I was wondering if it would be relevant to remind parents of the multiple locations that they are able to park at, I do understand that Hornbeam Park is very often full however, there are always spaces at Marks & Spencer's. I do believe this change requires a behavioural change of many parents, and I believe the school should support such a campaign to implement long-term changes not just move the problem onwards.

Resident of Harrogate

We have always walked to school at school times it's now incredibly difficult to cross our road and the roads around us due to the constant flow of traffic.

Whilst I can appreciate that Beechwood Grove was very busy and I understand why this trial has happened, people are in a rush and are keen to park as close as physically possible to the school gates which means that there are now lots more cars going down Almsford Avenue and Beech Avenue. This is particularly concerning as parents have been asked to park at M&S and so there are now lots of children walking down Beech Avenue, and some are unaccompanied.

In the short term it would be helpful if parents could be reminded to take care and also to set off a bit earlier so they can park at M&S but I would also like to see some kind of monitoring of the traffic impact on the other roads around school as I fear the problem has just been pushed elsewhere.

Resident of Harrogate

Overall, I think it's a good idea and is probably progress in keeping our children safer. However, this sort of thing always brings side effects. A concern of mine is that many people consider the road is 'closed', which I know you have been keen to point out is incorrect. As some pedestrians and cyclists clearly seem to think it IS closed, many wander around without the due care and attention that they normally would employ.

All being said, I do appreciate your efforts to make the surroundings of the school safer for all. Overall, it is probably safer, but it could be even better. I think the 20mph plan for the road (which I gather is underway) is a good thing. Perhaps next

<p>stop is speedbumps? -although they have their own environmental issues, of course.</p> <p><u>Resident of Harrogate</u></p> <p>We support the proposal; we appreciate that both the Council and the School are doing their best to improve the current situation. The only way to see how this works is by trying the Pilot Scheme.</p> <p>We must reiterate, however, that the amount of traffic, the behaviour of some parents and, most importantly, the safety of the children should be the responsibility of the school and not become the daily concern of the residents.</p>	
--	--

<p>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:</p>	<p>The County Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:-</p> <ul style="list-style-type: none"> a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising. b) for preventing damage to the road or to any building on or near the road. c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property. e) for preserving or improving the amenities of the area through which the road runs.
	<p>Proposal location: Beechwood Grove, Harrogate.</p> <p>The Council considers that it is expedient to make this TRO on grounds (a), (c) and (f) above, having taken into account its duty under section 122 (1) of the 1984 Act, for the following reasons:-</p> <p>Introduction of prohibition of motor vehicles (pedestrian and cycle zone) between the hours of 8:30am – 9:00am and 3:00pm – 3:45pm Monday to Friday (School term time only) on Beechwood Grove, Harrogate to reduce vehicular traffic in order to improve road safety, reduce air pollution and encourage active travel (walking and cycling).</p> <p>The order was introduced as an experimental order so that its effect can be assessed before consideration and decisions are made about whether to introduce the measures permanently.</p>

Beechwood Grove prior / after Pedestrian / Cycle Zone (School Streets) pilot implemented.

November 2022



September 2023



Signage in place at entrance of Beechwood Grove indicating restriction.



School Streets temporary road closure in place



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	NYC Environment		
Service area	Highways		
Proposal being screened	Pedestrian / Cycle zone (School Streets) – Beechwood Grove, Harrogate		
Officer(s) carrying out screening	Andrew Clare		
What are you proposing to do?	Introduce a permanent pedestrian / cycle zone term time only between the hours of 8:30am – 9:00am and 3:00pm – 3:45pm Monday to Friday (School term time only)		
Why are you proposing this? What are the desired outcomes?	Beechwood Grove, at the location shown on the attached plan Appendix A, has seen significant increase in school time related traffic over the years and as a consequence of this updating in part due to the changing environment of the road.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics.			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be an adverse impact or you have ticked 'Don't know/no info available,' then a full EIA should be carried out where this is proportionate. You are advised to speak to your directorate representative for advice if you are in any doubt.			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		X	
Disability		X	
Sex		X	
Race		X	
Sexual orientation		X	
Gender reassignment		X	
Religion or belief		X	
Pregnancy or maternity		X	
Marriage or civil partnership		X	
People in rural areas		X	
People on a low income		X	
Carer (unpaid family or friend)		X	

Are from the Armed Forces Community		X	
Does the proposal relate to an area where there are known inequalities/probable impacts (for example, disabled people's access to public transport)? Please give details.	NO		
Will the proposal have a significant effect on how other organisations operate? (for example, partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	NO		
Decision (Please tick one option)	EIA not relevant or proportionate:	X	Continue to full EIA: NO
Reason for decision	To reduce vehicular traffic in order to improve road safety, reduce air pollution and encourage active travel (walking and cycling).		
Signed (Assistant Director or equivalent)	Barrie Mason		
Date	13/01/2025		

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 the summary section of the form below.

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

Title of proposal	Pedestrian / Cycle Zone
Brief description of proposal	Pedestrian / Cycle Zone (School Streets) Beechwood Grove, Harrogate
Directorate	Environment
Service area	Traffic Engineering
Lead officer	Andrew Clare
Names and roles of other people involved in carrying out the impact assessment	N/A
Date impact assessment started	12.12.24

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 consider that the proposed restriction will assist in addressing the road safety problems which have been observed to occur on site and thereby enable the 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 for preventing the likelihood of any such danger arising and preserves/ improves the amenities of the area through which the road runs.

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 road signs have been funded from the CPE (Small projects) budget.

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 (Place a X in the box below where	No impact (Place a X in the box below where	Negative impact (Place a X in the box below where	Explain why will it 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 CO₂e • 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.
Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel		X				
	Emissions from construction		X				
	Emissions from running of buildings		X				
	Emissions from data storage		X				
	Other		X				
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing use of single use plastic		X					
Reduce water consumption		X					

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise pollution (including air, land, water, light and noise)</p>		X				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		X				
<p>Enhance conservation and wildlife</p>		X				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		X				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other (please state below)</p>		<p>X</p>				

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

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.

The proposed order required the installation of traffic signs but will otherwise did 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	Andrew Clare
Job title	Senior Traffic Management and Parking Engineer
Service area	Environment
Directorate	Traffic Engineering
Signature	
Completion date	12.12.24

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

Date: 13/01/2025