

# North Yorkshire Council

## Environment Executive Member

24 January 2025

### Traffic Regulation Order Modifications – Victoria Avenue, Harrogate

#### Report of the Assistant Director - Highways and Infrastructure

#### **1.0 PURPOSE OF THE REPORT**

- 1.1 To seek approval from the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation to implement changes to parking and waiting Traffic Regulation Orders (TRO) associated with new bus stop to the North of Victoria Avenue, namely the removal of five parking spaces.
- 1.2 To seek agreement from the Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation to abandon changes to TROs associated with relocating the existing Zebra crossing following objection received from United Reformed Church

#### **2.0 BACKGROUND**

- 2.1 For full background on the Victoria Avenue ATF 2 scheme please refer to previous report of the Assistant Director for the 12 July Environment Executive Member – Highways and Transportation “Victoria Avenue Active Travel Fund (ATF) 2 – ATF2- Phase 1- Pedestrian Improvement Scheme Delivery and Phase 2- Design of the Cycle Phase”. This prior report sought approval to consult on the TROs which had been identified during the preliminary design process for the scheme, as well as approval to commence the detailed design phase and a feasibility study for a central cycleway on Victoria Avenue.
- 2.2 The purpose of this report is to explain the consultation undertaken for the Traffic Regulation Orders, the outcomes of this and recommended next steps.

#### **3.0 DETAILED PRESENTATION OF THE SUBSTANTIATIVE ISSUE**

- 3.1 Following the conclusion of the detailed design phase for the pedestrian improvement scheme, Traffic Regulation Orders requiring modifications were identified. There were two main contributory factors to this. Firstly, the new bus stop proposed outside the United Reformed Church at the western end of Victoria Avenue required the removal of eight parking spaces. Secondly, the relocation and redesign of the existing Zebra crossing to a position West of its current location led to the need to remove three parking spaces to the north of Victoria Avenue, three further spaces from the centre of the carriageway and two to the southern side, to allow space for the “Zig-Zag” road markings for the rearranged crossing.
- 3.2 There have been modifications to the design arising from comments from the public consultation on the whole scheme, which ran from 14 April to 12 May 2024. It was previously envisaged to relocate the zebra crossing to the East of its current position and alter its arrangement to be in line rather than staggered. However, due to the proximity of Belford Road to the new Zebra and island location, this would necessitate the banning of the right turn from Belford Road. This proved to be unpopular with residents, as it would force drivers to join West Park and circumnavigate the central one-way system, extending journey times. As such, as a result of opposition, the right turn ban was abandoned.

- 3.3 As a result of this the zebra crossing was instead relocated to the West of its current position. This would enable the stagger to be removed (an improvement in Active Travel England's scoring matrix) and would mean that school children and parents using the zebra crossing to head towards St Peters School would be on the correct side of Belford Road, without needing to make an additional movement across it. This was the arrangement proposed for the TRO consultation.
- 3.4 The enabling TRO was advertised for public comment under the title HARROGATE, KNARESBOROUGH, PANNAL AND BURN BRIDGE) (PARKING AND WAITING) (NO 57) ORDER 2024. Due to the timescales associated with the works being implemented before the order can be sealed, this will need to be modified to be a 2025 order.

#### **4.0 CONSULTATION UNDERTAKEN AND RESPONSES**

- 4.1 Several proposed Traffic Regulation Orders, amendments and revocations were included within the HARROGATE, KNARESBOROUGH, PANNAL AND BURN BRIDGE) (PARKING AND WAITING) (NO 57) ORDER 2024; for details, please refer to the attached notice of proposal (Appendix F) and the associated plan of the proposals (Appendix A).
- 4.2 Informal consultation took place between 19 August and 08 September 2024. This involved a letter drop to properties on Victoria Avenue between its junction with West Park and Station Parade as this is the locality immediately affected by the proposals, as well as an email to relevant stakeholders and the local member. Letters were hand delivered to the properties on the 15 August. During this informal consultation period, only two responses were received.
- 4.3 As the local member Cllr Gibbs acknowledged the consultation and did not raise any matters for consideration.
- 4.4 The second was an objection to the removal of the parking bay outside the access to the United Reformed Church. This parking bay is subject to a maximum 15-minute wait and no return within one hour.
- 4.5 The objection is quoted in full below: *"I have been asked to contact you on behalf of St Paul's United Reformed Church, Harrogate, in response to your communication regarding the above. We should like to raise the following concerns in relation to the area in front of the church building and alongside this area.*
- 4.6 *Revocation of Traffic Regulation Orders (namely removal of parking bays) Proposed "No Waiting at Any Time" Restriction (indicated by Double Yellow Lines) Proposed "No Waiting at Limited Times" (Return prohibited within 1 hour) restriction.*
- 4.7 *Of particular concern, however, is the intended relocation of the zebra crossing to remove the stagger. This would result in the access to the zebra crossing being situated directly across the pavement from the main entrance gates to the church. This would make access to the church gates impossible which would cause considerable difficulties, particularly for funerals and weddings.*
- 4.8 *The undertakers at a funeral would be unable to park directly outside the gates and would have great difficulty negotiating their way from the hearse to the church gates. This would cause considerable distress for the bereaved who would be waiting to follow the coffin into the church – and where would the undertakers park?*
- 4.9 *At weddings where would the bridal party park and how far would the bride have to walk to find her way into the church? In both cases there would be challenges at the end of the service for all involved. We should be very grateful if you could kindly consider these concerns."*

- 4.10 Formal advertisement of the proposed changes to all TROs took place between 16 September and 04 October, with notices maintained on site throughout the advertisement period. No further responses were received during the formal consultation from either the public or stakeholders consulted. It is the view of officers that the points raised in the single objection received are valid. Whilst there are other parking bays on Victoria Avenue in close proximity to the church access, these are undeniably further away than the existing provision. As alluded to in the objection, this would be of particular concern during weddings and funerals.
- 4.11 The officer recommendation is to implement all TROs except those associated with relocating and rearranging the Zebra crossing. The objection raised cannot be readily overcome without potentially creating other issues. Whilst there is alternative parking in the vicinity cannot be disputed that removing the parking immediately outside of the church access would cause inconvenience and disruption to those taking part in or attending church services. This could lead to the temptation to park across the relocated crossing thus creating a safety hazard rather than a benefit for members of the public.
- 4.12 Therefore, it is proposed to leave the Zebra crossing in its current location and arrangement, retaining the parking in its current location and instead modifying the existing sub-standard zebra crossing to be more in line with current standards. During a potential future phase of works, should a central cycleway or cycleways to each side of the carriageway come forward, access arrangements for the church will need to be further considered at this stage.
- 4.13 Officers consider that the proposed measures set out in this report will assist in addressing the problems identified and thereby enable the Council to comply with its duty under S.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 parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management as set out in the Statement of Reasons for proposing to make the Order. The proposed measures will also enable the Council to carry out its network management duty under Section 16 of the Traffic Management Act 2004 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.
- 4.14 The consideration of objections to Traffic Regulation Orders (TROs) is a matter for the Executive and the role of the Area Committee has a consultative role on 'wide area impact TROs'. The consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation. The decision-making process relates to the provision and regulation of parking places both off and on the highway where an objection is received from any person or body entitled under the relevant statute. A 'wide area impact TRO' is classed as a proposal satisfying all of the three criteria set out below.
- The proposal affects more than one street or road and;
  - The proposal affects more than one community and
  - The proposal is located within the ward of more than one Councillor.
  - The proposed TROs have not been defined as a 'wide area impact TRO' and therefore the Area Committee's views have not been sought.

## **5.0 ALTERNATIVE OPTIONS**

- 5.1 NYC could proceed with the parking removal outside of the United Reformed Church as originally intended. There is other parking in the vicinity which could be utilised by church service users, however these are further away from the existing access and removal of this

parking would cause a degree of inconvenience; this could lead to a negative public perception of the highway authority.

- 5.2 As discussed in the background section different locations and arrangements for the zebra crossing had already been considered and discounted. As such it is the view of officers that the best approach would be to attempt to make improvements to the existing Zebra crossing to bring it more in line with standards, within the limits of existing Traffic Regulation Orders so as not to cause further delay to works beginning on site.

## **6.0 FINANCIAL IMPLICATIONS**

- 6.1 All costs related to the implementation of the TRO's covered in this report as well as the design and wider construction costs associated with the project will be funded from the ATF 2 which was awarded to NYC in 2020. The funds are held on account by NYC and are a mix of capital and revenue.
- 6.2 The works are currently being tendered through the civil engineering framework, at the time of finalising the report the tenders have not been returned however a verbal update on the tender returns will be provided in this meeting. It is anticipated that the scheme value will be around £700,000.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 In the event that the Executive Member and Corporate Director of Environment resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Orders (with or without modifications) and publish a notice of making the Orders in the local press before the Order comes into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 7.2 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.
- 7.3 In the event of objections to the order the Council may need to give consideration to the holding of a public inquiry. Regulation 9 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 outlines the circumstances in which the Council would be required to hold a public inquiry. The Council has satisfied its duty and determined that the proposals do not include any restrictions on loading and unloading, therefore paragraph 3 of Regulation 9 does not apply in this regard.
- 7.4 Since only one objection was received and the proposals which the objection was related to were removed from the scheme, a public enquiry would not be proportionate in terms of timescale, officer time and the costs to public resources in this case.

## **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 D.

## **9.0 CLIMATE CHANGE IMPLICATIONS**

- 9.1 Consideration has also been given to the potential for any adverse Climate Change impacts

arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on Climate Change and a copy of the Climate Change Impact Assessment decision form is attached as Appendix E.

## **10.0 REASONS FOR RECOMMENDATIONS**

10.1 It is the recommendation of officers that the Traffic Regulations Orders, amendments and revocations are implemented as per Schedule of Reasons (Appendix C) and associated plan (B). These proposals remove the elements which were objected to. Consideration will need to be given to the church's requirements when the designs for the cycle scheme are being developed.

## **11.0 RECOMMENDATIONS**

11.1 It is recommended that the Corporate Director of Environment, in consultation with the Executive Member Highways & Transportation:

- i) implement changes to parking and waiting Traffic Regulation Orders associated with new bus stop to the North of Victoria Avenue, namely the removal of five parking spaces;
- ii) abandon changes to TRO's associated with relocating the existing Zebra crossing following objection received from United Reformed Church.

## **APPENDICES**

Appendix A – Plans consulted upon for informal and formal consultation

Appendix B – Plans for TRO modifications to be implemented

Appendix C – Statement of Reasons

Appendix D – EIA Screening

Appendix E – CCIA Screening

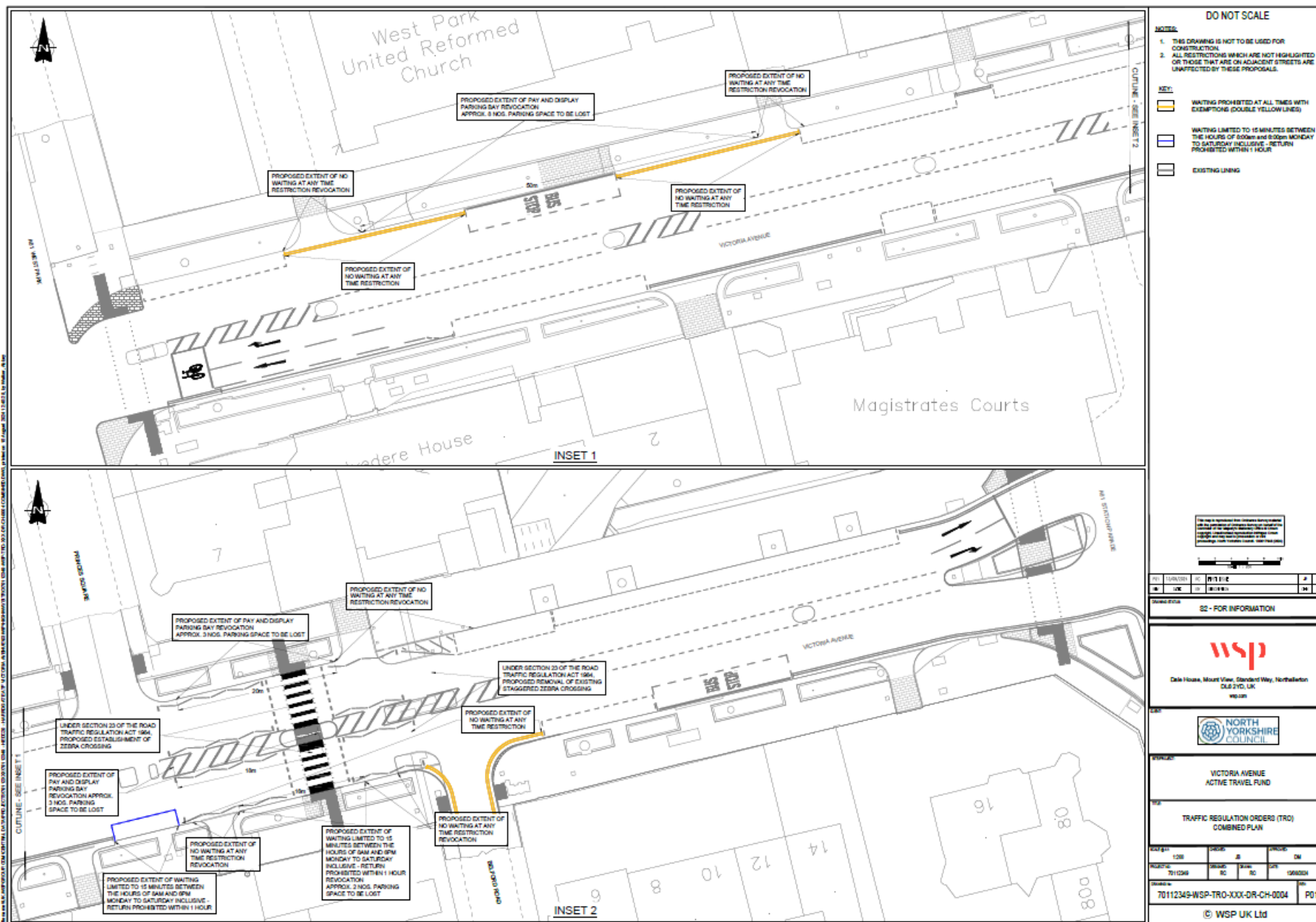
Appendix F – Notice of Proposal

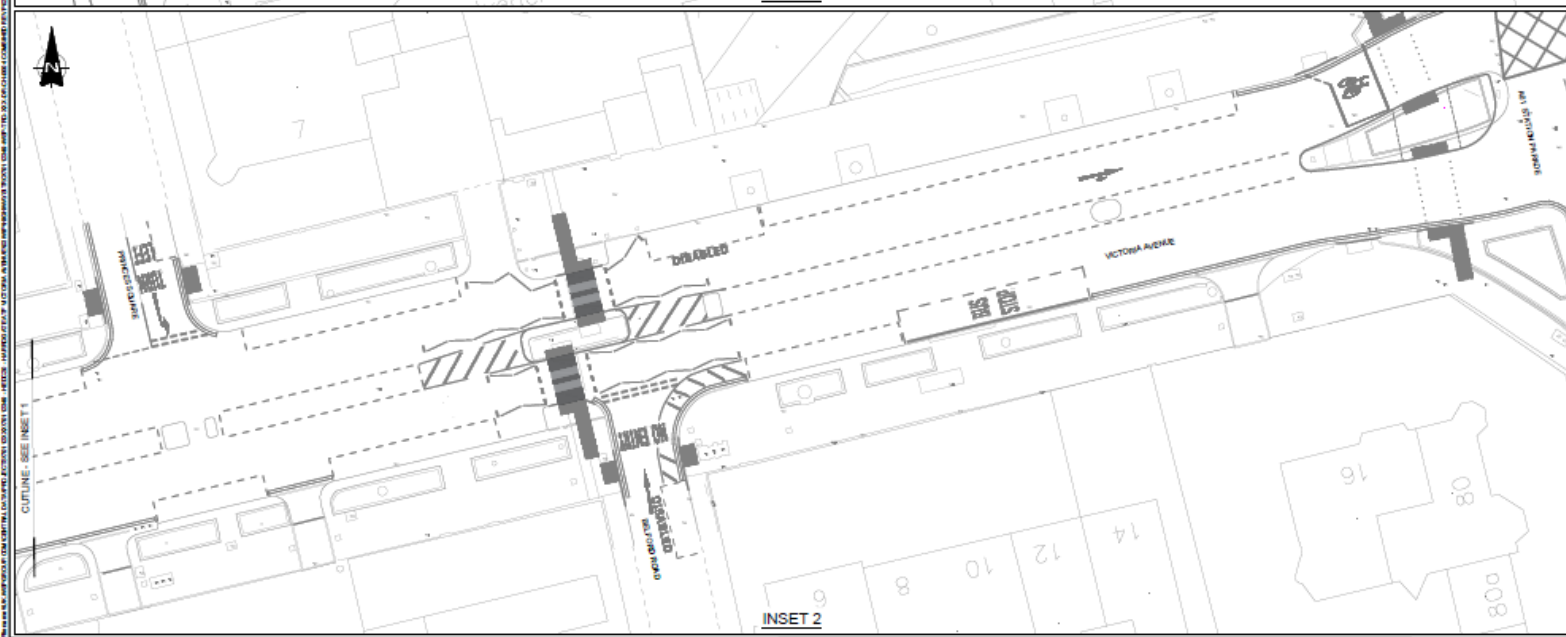
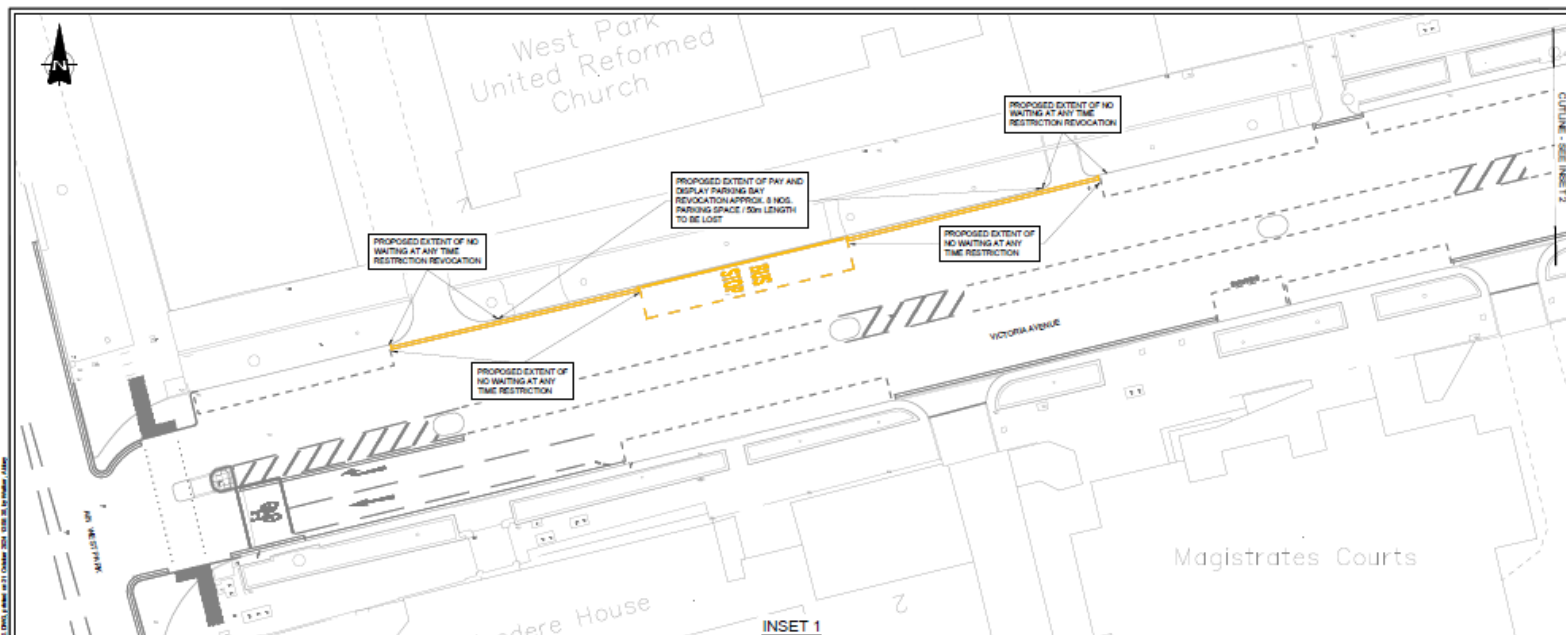
## **BACKGROUND DOCUMENTS**

“Victoria Avenue Active Travel Fund (ATF) 2 – ATF2- Phase 1- Pedestrian Improvement Scheme Delivery and Phase 2- Design of the Cycle Phase” 12 July 2024 Executive Member for Highways and Transportation

Barrie Mason  
Environment  
County Hall, Northallerton  
24 January 2025

Author of Report - Jasmin Gibson Improvement Project Delivery Manager  
Person Presenting Report – Jasmin Gibson Improvement Project Delivery Manager





**DO NOT SCALE**

**NOTES:**

- THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION.
- ALL RESTRICTIONS WHICH ARE NOT HIGHLIGHTED OR THOSE THAT ARE ON ADJACENT STREETS ARE UNAFFECTED BY THESE PROPOSALS.

**KEY:**

- WAITING PROHIBITED AT ALL TIMES WITH EXCEPTIONS (DOUBLE YELLOW LINES)
- EXISTING LINING

**Legend:**

- Yellow double line: WAITING PROHIBITED AT ALL TIMES WITH EXCEPTIONS (DOUBLE YELLOW LINES)
- Black line: EXISTING LINING

**Scale:** 1:1000

NO	DATE	BY	REVISION / COMMENTS	1	1
01	10/01/2018	WSP	ISSUE FOR COMMENT	1	1
02	10/01/2018	WSP	FOR INFO	2	1
03	10/01/2018	WSP	FOR INFO	3	1

**FOR INFORMATION**

**wsp**  
 Dale House, Mount View, Standard Way, Northampton  
 NN4 6DF, UK  
 01603 250000

**NORTH YORKSHIRE COUNCIL**

**VICTORIA AVENUE ACTIVE TRAVEL FUND**

**TRAFFIC REGULATION ORDERS (TRO)**

NO	DATE	BY	REVISION	DN
001	10/01/2018	WSP	1	1

70112349-WSP-TRO-XXX-DR-CH-0004 P02

© WSP UK Ltd

## PROPOSED CHANGES TO PARKING AND WAITING

### STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER

North Yorkshire Council (NYC) was awarded funding from the government's Active Travel Fund (ATF) to deliver a project to boost sustainable travel within Harrogate. The total package will deliver improvements comprising of:

- Changing the road space along Victoria Avenue to improve pedestrian safety
- Improving accessibility along Victoria Avenue
- Improved connectivity and public transport links

Due to the changes imposed by the Scheme, it has become necessary to make various amendments to the following orders:

- Council's parking and waiting traffic regulation order 2013, which covers the areas of Harrogate, Knaresborough, Pannal and Burnbridge.
- Council's parking and waiting traffic regulation order 2016, which covers the areas of Harrogate, Knaresborough, Pannal and Burnbridge.

<b>PROPOSED TITLE OF ORDER:</b>	<b>The North Yorkshire Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Prohibition of Waiting and Loading and Provision of Parking) (Amendment No ##) Order 2024</b>
<b>LEGAL POWERS AND DUTIES:</b>	<p>Under Section 1(1) of the Road Traffic Regulation Act 1984 the Council, as traffic authority for North Yorkshire, has powers to make a Traffic Regulation Order (TRO) where it appears expedient to make it on one or more of the following grounds: -</p> <ol style="list-style-type: none"> <li>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, or</li> <li>b. for preventing damage to the road or to any building on or near the road, or</li> <li>c. for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or</li> <li>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, or</li> <li>e. (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot, or</li> <li>f. for preserving or improving the amenities of the area through which the road runs; or</li> <li>g. for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality).</li> </ol> <p>Section 122(1) of the Road Traffic Regulation Act 1984 also provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway</p>
<b>REASONS FOR MAKING THE ORDER:</b>	The North Yorkshire Council considers that it is expedient to make this TRO on grounds (a, c) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:



	To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management.
<b>LOCATIONS(S) OF PROPOSED ORDER/ OTHER COMMENTS:</b>	<p>Proposed location: Victoria Avenue, Harrogate</p> <p>Drawings: <b>70112349-WSP-TRO-XXX-DR-CH-0004</b></p> <p>Alteration to existing layout to amend provisions on Victoria Avenue this includes amendments to the below restrictions:</p> <ul style="list-style-type: none"> <li>• Waiting restrictions</li> <li>• Designated Parking Bays</li> </ul>
<b>CONSIDERATION OF OBJECTIONS</b>	<p>Under the Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director of Environment in consultation with the Executive Member for Highways and Transportation. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director of Environment and Executive Member for Highways and Transportation seeking a decision on the consideration of the objections. The report will include the views of the relevant local member who will also be invited to the meeting that considers the report. The Corporate Director of Environment may wish to refer the matter to the Council's Executive for a final decision.</p> <p>A report to the relevant Area Constituency Committee will only be necessary when there are objections to a wide area impact TRO.</p> <p>A wide area impact TRO is defined as a proposal satisfying all of the three criteria set out below:</p> <ul style="list-style-type: none"> <li>• The proposal affects more than one street or road and,</li> <li>• The proposal affects more than one community and,</li> <li>• The proposal is located within the ward of more than one Councillor</li> </ul> <p>The report will seek the views of the Area Constituency Committee and these views will then be included in a report to the Corporate Director of Environment and the Executive Member for Highways and Transportation seeking a decision on the consideration of the objections. The Corporate Director of Environment may wish to refer the matter to the Executive for a final decision.</p> <p>The existing arrangements for members of the public wishing to attend or speak at committee meetings will apply and it may be appropriate for the Corporate Director of Environment to have his decision-making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.</p> <p>N.B. The Corporate Director of Environment has delegated powers to make decisions on TROs where there are no objections.</p>

## SCHEDULE 1

**WAITING PROHIBITED AT ALL TIMES WITH EXEMPTIONS**

<b>Column 1 Item</b>	<b>Column 2 Road</b>	<b>Column 3 Side</b>	<b>Column 4 Length</b>
1.	Victoria Avenue, Harrogate	North	From a point 28 metres east of its junction with West Park to a point 51 metres east of its junction with West Park
2.	Victoria Avenue, Harrogate	North	From a point 70 metres east of its junction with West Park to a point 94 metres east its junction with West Park

## SCHEDULE 2

**REVOCATIONS**

<b>Column 1 Title of Order</b>	<b>Column 2 Extent of Revocation</b>
North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.16) Order 2013	In so far as it relates to Schedule 1 (Waiting prohibited at all times with exemptions),  Victoria Avenue, Harrogate; <ul style="list-style-type: none"> <li>• Item 2449</li> <li>• Item 2450</li> </ul>
North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 23) Order 2016	In so far as it relates to Schedule 1 (On street pay & display parking),  Victoria Avenue; <ul style="list-style-type: none"> <li>• Item 120</li> </ul>

## Appendix D

<b>Initial equality impact assessment screening form</b> 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.			
<b>Directorate</b>	Environment		
<b>Service area</b>	Highways and Transportation		
<b>Proposal being screened</b>	Removal of parking bays to install new bus stop on north side of Victoria Avenue near West Park United Reformed Church.		
<b>Officer(s) carrying out screening</b>	Jasmin Gibson		
<b>What are you proposing to do?</b>	Remove 5 parking bays on the north side of Victoria Avenue to allow a new bus stop to be installed instead.		
<b>Why are you proposing this? What are the desired outcomes?</b>	The purpose of the amendment is to improve road safety to stop busses having to cross two lanes of traffic in order to turn right down Victoria Avenue as they have to when using the stop in its current location on West Park. This change is desired by local bus companies and supported by NYC's Independent Passenger Transport team. The new stop is a similar distance from likely origin destinations for passengers so the changes are not going to have a negative impact for passengers. Once the whole works package is completed there will be signalised pedestrian crossings for all likely desire lines again helping to minimise any potential negative impacts from this change.		
<b>Does the proposal involve a significant commitment or removal of resources?</b> Please give details.	No, costs associated with these works are minor when compared to the overall Victoria Avenue scheme		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYC's additional agreed characteristics</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>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.</b></p>			
Protected characteristic	Potential for adverse impact		Don't know/No info available
	Yes	No	
Age		√	
Disability		√	
Sex		√	
Race		√	
Sexual orientation		√	
Gender reassignment		√	
Religion or belief		√	
Pregnancy or maternity		√	
Marriage or civil partnership		√	

## Appendix D

People in rural areas		√	
People on a low income		√	
Carer (unpaid family or friend)		√	
Are from the Armed Forces Community		√	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (for example, disabled people's access to public transport)? Please give details.	There is a retired persons community on Belford Road in the vicinity of the works. The proposed changes make the stop closer for residents of this accommodation.		
<b>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?</b> Please explain why you have reached this conclusion.	The change is at the request of Harrogate Bus Operators. There should be no negative impacts.		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	√?	Continue to full EIA: √?
<b>Reason for decision</b>	No negative impacts anticipated		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	10/01/2025		

### Initial Climate Change Impact Assessment (Form created August 2021)

The intention of this document is to help the council to gain an initial understanding of the impact of a project or decision on the environment. This document should be completed in consultation with the supporting guidance. Dependent on this initial assessment you may need to go on to complete a full Climate Change Impact Assessment. The final document will be published as part of the decision-making process. If you have any additional queries, which are not covered by the guidance please email [climatechange@northyorks.gov.uk](mailto:climatechange@northyorks.gov.uk)

<b>Title of proposal</b>	<b>Implementation of modifications to Traffic Regulation Orders – Victoria Avenue</b>
<b>Brief description of proposal</b>	<b>Removal of parking bays to install new bus stop on north side of Victoria Avenue near West Park United Reformed Church. Amendments to Zebra crossing to bring more in line with standards.</b>
<b>Directorate</b>	<b>Environment</b>
<b>Service area</b>	<b>Highways and Transportation</b>
<b>Lead officer</b>	<b>Jasmin Gibson</b>
<b>Names and roles of other people involved in carrying out the impact assessment</b>	<b>N/a</b>

The chart below contains the main environmental factors to consider in your initial assessment – choose the appropriate option from the drop-down list for each one.

Remember to think about the following;

- Travel
- Construction
- Data storage
- Use of buildings
- Change of land use
- Opportunities for recycling and reuse

## Appendix E

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	Decreases emissions	Decreases emissions	Decreases emissions
Waste	No effect on waste	No effect on waste	No effect on waste
Water use	No effect on water usage	No effect on water usage	No effect on water usage
Pollution (air, land, water, noise, light)	No effect on pollution	No effect on pollution	No effect on pollution
Resilience to adverse weather/climate events (flooding, drought etc)	No effect on resilience	No effect on resilience	No effect on resilience
Ecological effects (biodiversity, loss of habitat etc)	No effect on ecology	No effect on ecology	No effect on ecology
Heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape	No effect on heritage and landscape

If any of these factors are likely to result in a negative or positive environmental impact then a full climate change impact assessment will be required. It is important that we capture information about both positive and negative impacts to aid the council in calculating its carbon footprint and environmental impact.

<b>Decision (Please tick one option)</b>	Full CCIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full CCIA:
<b>Reason for decision</b>	<p>Removal of parking spaces in favour of a bus stop will be a net benefit in terms of prioritising sustainable transport. However overall the removing of the parking spaces is not likely to have a net negative impact as there are plenty of alternative options for car users in the immediate vicinity, so unlikely to reduce car use overall. The new bus stop location will also improve road safety as it removes the need to cross two lanes of traffic on west park when moving away from the current bus stop to turn down Victoria Avenue.</p> <p>The purpose of the amendments to the Zebra crossing are to bring the current arrangement more in line with standards. There had previously been an aspiration to alter the arrangement to make the crossing in line, however several options were reviewed and all presented problems which were greater than any potential benefit. Bringing the current arrangement more in line with standards will enhance the current provision and will continue to serve the school and library, with a net benefit for pedestrians overall.</p>		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	10/01/2025		

**THE NORTH YORKSHIRE COUNCIL****((HARROGATE, KNARESBOROUGH, PANNAL AND BURN BRIDGE) (PARKING AND WAITING) (NO 57) ORDER 2024**

**NOTICE** is hereby given that The North Yorkshire Council proposes to make an Order under Sections 1(1), 2(1) to (3), 4(2), 32(1) and 35(1) of the Road Traffic Regulation Act 1984 and Part IV of Schedule 9 to the 1984 Act and under the Traffic Management Act 2004, the effect of which will be to amend North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.16) Order 2013 and North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 23) Order 2016 by introducing the restrictions specified in the tables 1 and 2 below:-

**TABLE 1****WAITING PROHIBITED AT ALL TIMES WITH EXEMPTIONS**

<b>Column 1 Item</b>	<b>Column 2 Road</b>	<b>Column 3 Side</b>	<b>Column 4 Length</b>
1.	Victoria Avenue, Harrogate	North	From a point 28 metres east of its junction with West Park to a point 51 metres east of its junction with West Park
2.	Victoria Avenue, Harrogate	North	From a point 70 metres east of its junction with West Park to a point 94 metres east its junction with West Park
3.	Victoria Avenue, Harrogate	North	From a point 4 metres east of its junction with Princes Square to a point 41.5 metres east of its junction with Princes Square
4.	Victoria Avenue, Harrogate	South	From a point 7.5 metres east of its junction with Belford Road to a point 32.9 metres west of its junction with Belford Road.

**TABLE 2****WAITING LIMITED TO 15 MINUTES BETWEEN THE HOURS OF 8:00AM AND 6:00PM  
MONDAY TO SATURDAY INCLUSIVE – RETURN PROHIBITED WITHIN 1 HOUR**

<b>Column 1 Item</b>	<b>Column 2 Road</b>	<b>Column 3 Side</b>	<b>Column 4 Length</b>
1.	Victoria Avenue, Harrogate	South	From a point 32.9 metres west of its junction with Belford Road to a point 41.6m west of its junction with Belford Road.

**TABLE 3**

OFFICIAL

**REVOCATIONS**

<b>Column 1 Title of Order</b>	<b>Column 2 Extent of Revocation</b>
North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.16) Order 2013	In so far as it relates to Schedule 1 (Waiting prohibited at all times with exemptions),  Victoria Avenue, Harrogate; <ul style="list-style-type: none"> <li>• Item 2449</li> <li>• Item 2450</li> <li>• Item 2453</li> <li>• Item 2477</li> <li>• Item 2478</li> </ul> In so far as it relates to Schedule 12 (Waiting limited to 15 minutes between the hours of 8:00am and 6:00pm Monday to Saturday inclusive – return prohibited within 1 hour), Victoria Avenue; <ul style="list-style-type: none"> <li>• Item 2</li> <li>• Item 3</li> </ul>
North Yorkshire County Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No 23) Order 2016	In so far as it relates to Schedule 1 (On street pay & display parking),  Victoria Avenue; <ul style="list-style-type: none"> <li>• Item 120</li> <li>• Item 123</li> <li>• Item 144</li> </ul>

A copy of the draft Order, together with a map showing the roads affected and a statement of the Council's reasons for proposing to make the Order may be inspected at County Hall, Northallerton and at Harrogate Library, Victoria Avenue, Harrogate, HG1 1EG during normal office hours from 12 September 2024 until 04 October 2024 and also viewed online at [www.northyorks.gov.uk/roadworks-map](http://www.northyorks.gov.uk/roadworks-map) or [www.northyorks.gov.uk/traffic-regulation-orders](http://www.northyorks.gov.uk/traffic-regulation-orders).

If you wish to object to the proposed Order, you should send the grounds for your objection, in writing, addressed to Area 6 Boroughbridge Highways Office, Stump Cross, Boroughbridge, York YO51 9HU or by email to [Area6.Boroughbridge@northyorks.gov.uk](mailto:Area6.Boroughbridge@northyorks.gov.uk) or via the website link above by 04 October 2024.

BARRY KHAN, Assistant Chief Executive Legal and Democratic Services, County Hall, NORTHALLERTON

Dated 12 September 2024