

# North Yorkshire Council

## Environment Executive Members

28 February 2025

### Proposed Traffic Regulation Orders for Selby Town Centre

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

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

- 1.1. To advise the Corporate Director for Environment in consultation with the Executive Member for Highways and Transportation of the outcome of the public consultation and statutory advertisement which took place to introduce new waiting restrictions and a one-way restriction in Selby to facilitate the Selby Transforming Cities Fund (TCF) project proposals.
- 1.2. A decision from the Corporate Director for Environment in consultation with the Executive Member for Highways and Transportation is sought regarding whether to proceed with the making of the Orders in view of the comments received.

#### **2.0 BACKGROUND**

- 2.1. North Yorkshire Council has been provisionally awarded funding to deliver a project that will improve sustainable travel in Selby Town Centre from the Government's Transforming Cities Fund (Selby TCF). The proposals will create:
  - Ouse gate Active Travel Corridor – one way at the west end to allow creation of segregated bidirectional cycle lanes, improved footway widths and new public realm along with the closure of Denison Road canal bridge to vehicles.
  - Railway Station Gateway – an improved approach to the station with traffic calming, one-way northbound, new contraflow southbound cycle lane, improved bus station area and station car parking upgrades, new Station Plaza entrance into Selby Park and connection to the town centre, junction improvements at The Crescent/Park Street, walking/cycling linkage to Portholme Road.
  - Creation of an eastern entrance into the railway station and car parking on Cowie Drive.
- 2.2. It is necessary to introduce new Traffic Regulation Orders (TROs) to allow for these improvements with restrictions proposed on A19 The Crescent, A1238 The Crescent, Abbey Yard, Canal Road, Cowie Drive, Denison Road, Market Place, Ousegate, Park Street, Shipyard Road, and Station Road. It is also proposed to consolidate existing orders in this part of Selby. Plans/details can be viewed at Appendix A.

#### **3.0 PROPOSALS**

- 3.1. Consultation proposals are shown in Appendix A. Two consultations took place. The proposals that were subject to the first consultation reflected the original Selby TCF project scope. Since then, the project's scope has been revised, meaning that the council is no longer proposing to undertake works to The Crescent/Park Street/Bawtry Road junction or construct the Bawtry Road underpass as part of phase 1 works. It is however, still proposed to proceed with making these TROs in order to consolidate the existing Selby TRO. The second consultation sought to amend/introduce loading/waiting restrictions on Cowie Drive and amend waiting restrictions on Station Road to allow for drop off outside the station.

- 3.2. We proposed to introduce the TROs as advertised with the following amendments:
- Selby TCF Parking and Waiting No 51 Order 2025 124896
  - Selby TCF One Way Order 2025 124947
  - Selby TCF 20mph Zone Order 2025 124899
  - Selby TCF Prohibition of Driving Order 2025 124895
- 3.2.1 However, following revisions to the scheme, two further Orders were advertised and received no objections:
- Prohibition of Waiting and Loading and Provision of Parking Order 2025 (Number TBC)
  - Prohibition of Waiting and Loading and Provision of Parking Order 2025 (Number TBC)
- 3.3. However, it is proposed to make minor amendments to the Selby TCF Parking and Waiting No 51 Order 2024 124896 as follows:
- Schedule one – Waiting prohibited at any time with exemptions – No. 27 – the extent had been proposed as required for the underpass. As this is now a future phase it is proposed to retain the existing Prohibition of Waiting and Loading and Provision of Parking Consolidation Order 2013, that is ‘From carriageway only as defined from its junction with Trunk Road A1041 to its junction with Portholme Road, no waiting between the hours of 8.00 a.m. and 6.00 p.m. Monday to Saturday inclusive’.
  - Schedule five - waiting prohibited at any time except for disabled badge holders. Waiting limited to 30 minutes, return prohibited within 1 hour – No. 1 time limitation to be removed.
- 3.4 The following elements of Selby TCF Parking and Waiting No 51 Order 2024 124896 are superseded by the second consultation on two Prohibition of Waiting and Loading and Provision of Parking Orders 2024:
- Schedule six - parking bays. Waiting limited to 10 minutes, return prohibited within 1 hour – re-advertised in second consultation as parking drop-off and not taxi bays.
  - Schedule one – Waiting prohibited at any time with exemptions – Nos 07 – 13. Superseded with new extents.

#### **4.0 CONSULTATION**

- 4.1. The proposals have been subject of consultation and public advertisement in accordance with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996. The enabling Traffic Regulation Orders (TRO) were 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. The initial TROs were advertised for public comment on 14 December 2023. The last date for receipt of objections was 11 January 2024. The council received one objection. The second consultation was 31 October 2024 to 29 November 2024. The council received no objections.
- 4.2. The consideration of objections has been delegated by the Executive to the Corporate Director of Environment in consultation with the Executive Member. 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.

## **5.0 RESPONSES, OBJECTIONS AND OFFICER COMMENTS**

- 5.1. The council received one response (see comments and responses at Appendix B) which was an objection to the proposed disabled parking on Station Road. Since the individual was opposed to the proposal on one street, contained within one community and one Council Ward, this is not a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.
- 5.2. This area, and the new car parking on Cowie Drive, is intended for rail customers. The amount of disabled parking at the railway station is subject to agreement with rail authorities, taking the official rail parking figures as the baseline ([www.nationalrail.co.uk](http://www.nationalrail.co.uk)). The changes proposed will provide disabled spaces to the east of the station, with direct access onto platform 2/3 proposed. This will provide greater parking choice for disabled rail customers. The total amount proposed (8 spaces, 4 either side of the railway line) meets highway and rail design guidance and will provide larger disabled spaces than currently exist.
- 5.3. The scheme aims to provide a considerable betterment on the existing arrangement to the benefit of all users. The current provision for disabled customers is the drive in/reverse out parking bays which are perpendicular to the carriageway and for them to be able to safely access the station people are required to cross station road to the western side to utilise the 1.5m wide footway and then cross station road into the building. There are no drop kerbs currently along this stretch of Station Road providing further obstacles to PRM customers accessing the narrow footway. As the proposals look to provide footways to a minimum width of 1.9m though generally 2m minimum at pinch points on both sides of the carriageway providing greater access to the station for all users. These existing parking bays also represent a road safety concern as vehicles are reversing into two-way traffic with limited visibility onto a 30mph speed limit road.
- 5.4. Officers consider that the proposed measures and recommendations set out in this report will support local travel improvements and wider strategic aims. It will enable the Council to comply with its duty under Section 122 (1) of the Road Traffic Act 1984 to exercise their functions as road traffic authority so as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway, as set out in the Statements of Reasons for proposing to make the Orders attached to this report (see Appendix C). Specifically, the safety of current parking arrangements adjacent to the highway will be improved (see 5.3) new pedestrian and cycling infrastructure will enhance access to the area for these modes, vehicle speeds will decrease in the interests of pedestrian safety, and vehicle movements/parking will be managed to improve road safety and mitigate against congestion.
- 5.5. 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 28 February 2025.

## **6.0 EQUALITIES**

- 6.1. 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 and a copy of the Equalities Impact Assessment screening form is attached as Appendix D.

## **7.0 FINANCE**

- 7.1. The cost of advertising the Traffic Regulation Order is estimated at approximately £1,500, which has been funded by the TCF Project budget.

## **8.0 LEGAL**

- 8.1. In the event that the Executive Member and Corporate Director for Environment resolve to follow the recommendations contained in this report, then in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the Council will be required to make the relevant Traffic Regulation Orders (with or without modifications) and publish a notice of making the Orders in the local press before the Orders come into operation. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 8.2. Where any Orders have been made (i.e. sealed), if any person wishes to question the validity of the Orders or any of their 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 Orders are made.
- 8.3. In recommending the implementation of the proposed TROs, 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.
- 8.4. 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, whilst the proposals include restrictions on loading and unloading, no objections were received in this regard and therefore paragraph three of Regulation nine does not apply. There was also only one objection received for the full TRO proposals, therefore the Council considers that the holding of a public inquiry would not be proportionate in terms of timescale, officer time and the costs to public resources in this case.

## **9.0 CLIMATE CHANGE**

- 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 RECOMMENDATION**

- 10.1 It is recommended that:
  - i. The results of the consultation exercise are noted.
  - ii. The Corporate Director, Environment, in consultation with the Environment Executive Member for Highways and Transportation, approves the making of TROs as shown 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 Environment Executive Member for access in light of the objections received and that the objectors are notified within 14 days of the order being made.

**APPENDICES:**

Appendix A – Proposed locations

Appendix B – Summary of comments received and officer response.

Appendix C – Statement of reasons

Appendix D – Equality Impact Assessment Screening

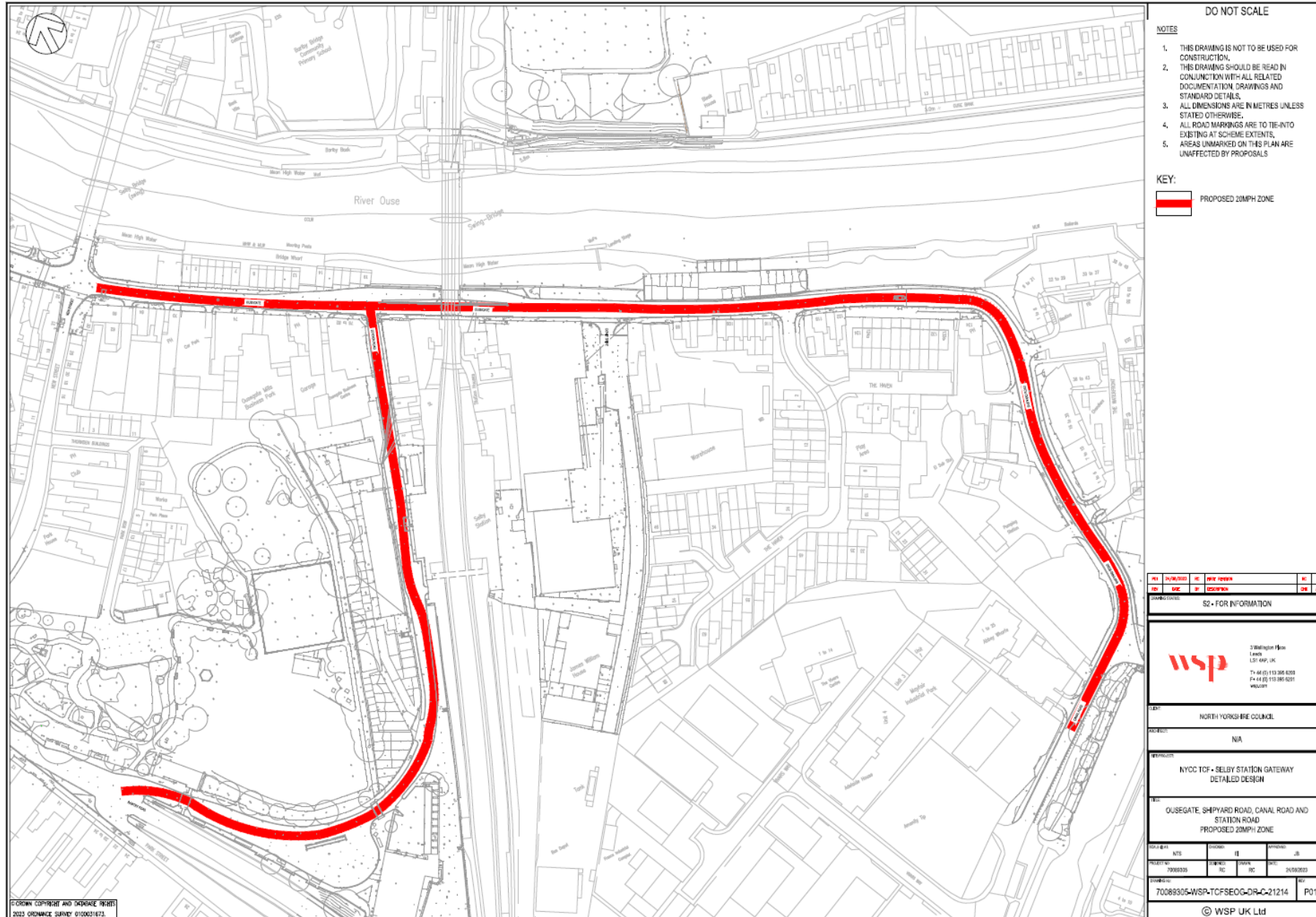
Appendix E – Climate Change Impact Assessment

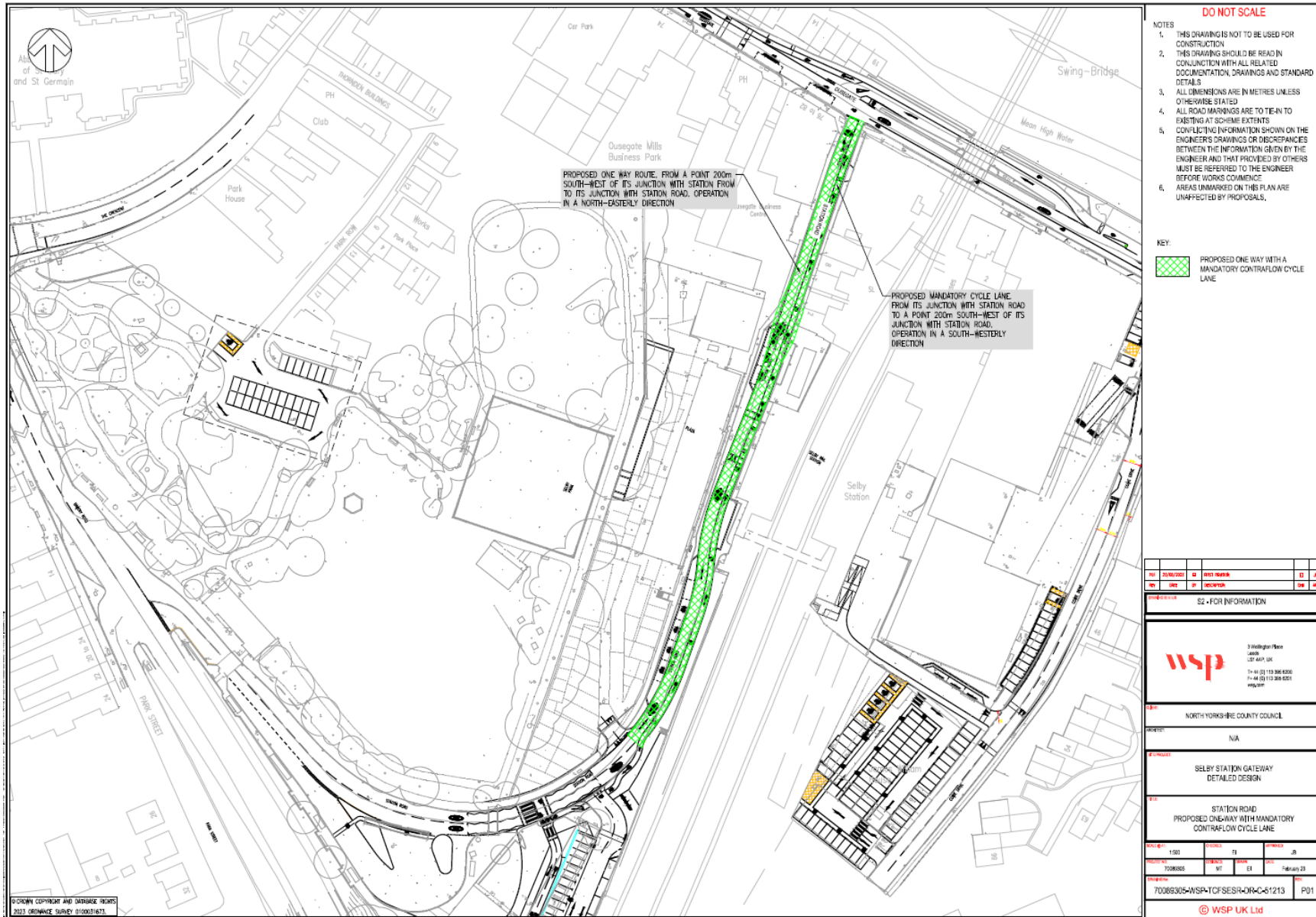
**BACKGROUND DOCUMENTS:** Letters/ Emails objecting to the proposals, as outlined in this report are held in the scheme files held by the Selby Area 7 Highways Office.

Barrie Mason  
Assistant Director – Highways and Infrastructure  
County Hall  
Northallerton  
19 February 2025

Author of Report: Matt Roberts, Economic & Regeneration Project Manager








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  6. AREAS UNMARKED ON THIS PLAN ARE UNAFFECTED BY PROPOSALS.

KEY:

 PROPOSED ONE WAY WITH A MANDATORY CONTRAFLOW CYCLE LANE

NO	23/01/2024	BY	12/01/2024	BY	JR
NO	REV	BY	REVISION	DATE	BY

**FOR INFORMATION**

**wsp**

3 Wellington Place  
Leeds  
LS1 4AP, UK  
T: +44 (0)113 266 8200  
F: +44 (0)113 266 8201  
wsp.com

NORTH YORKSHIRE COUNTY COUNCIL

PROJECT: N/A

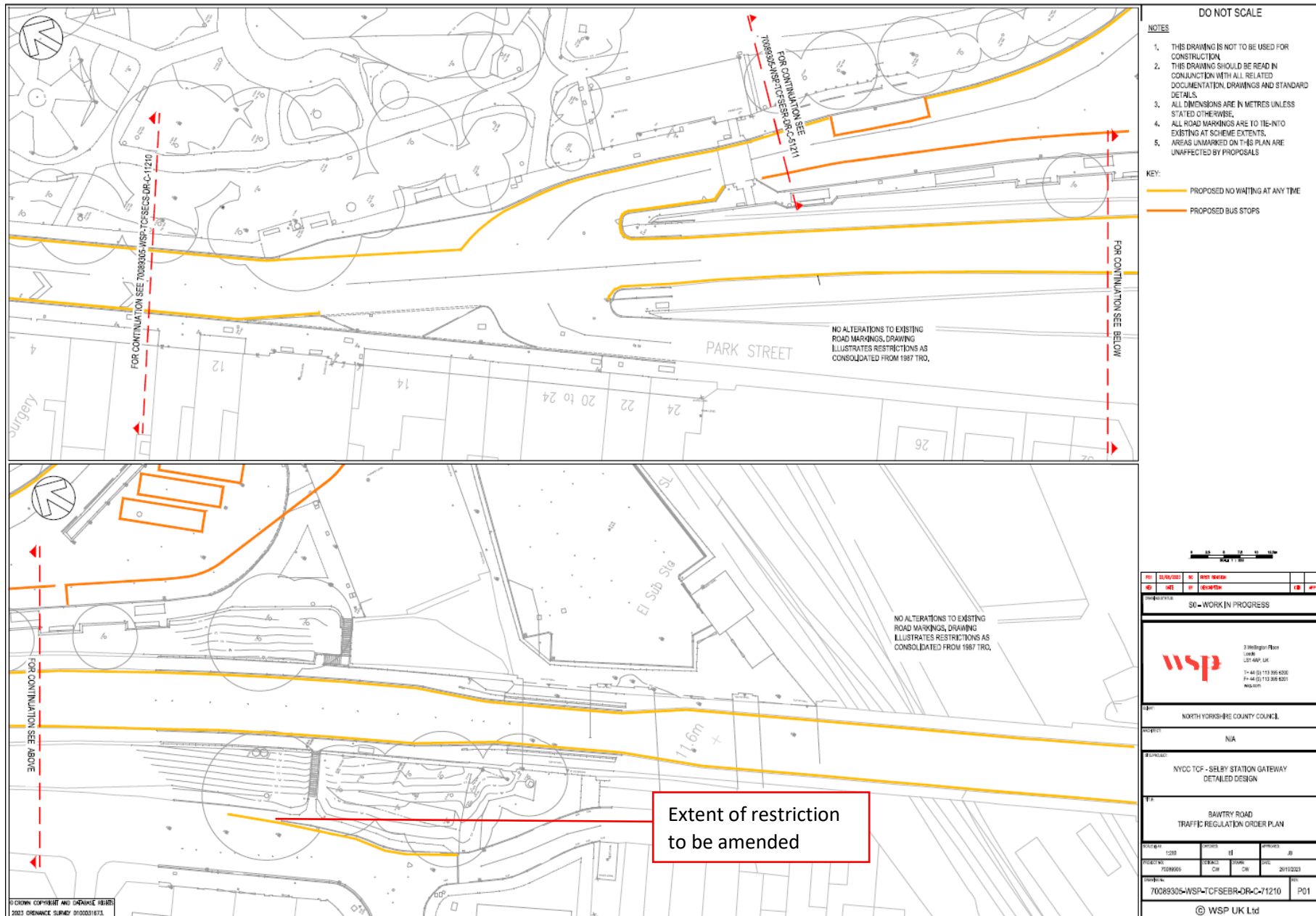
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PROJECT: STATION ROAD PROPOSED ONE-WAY WITH MANDATORY CONTRAFLOW CYCLE LANE

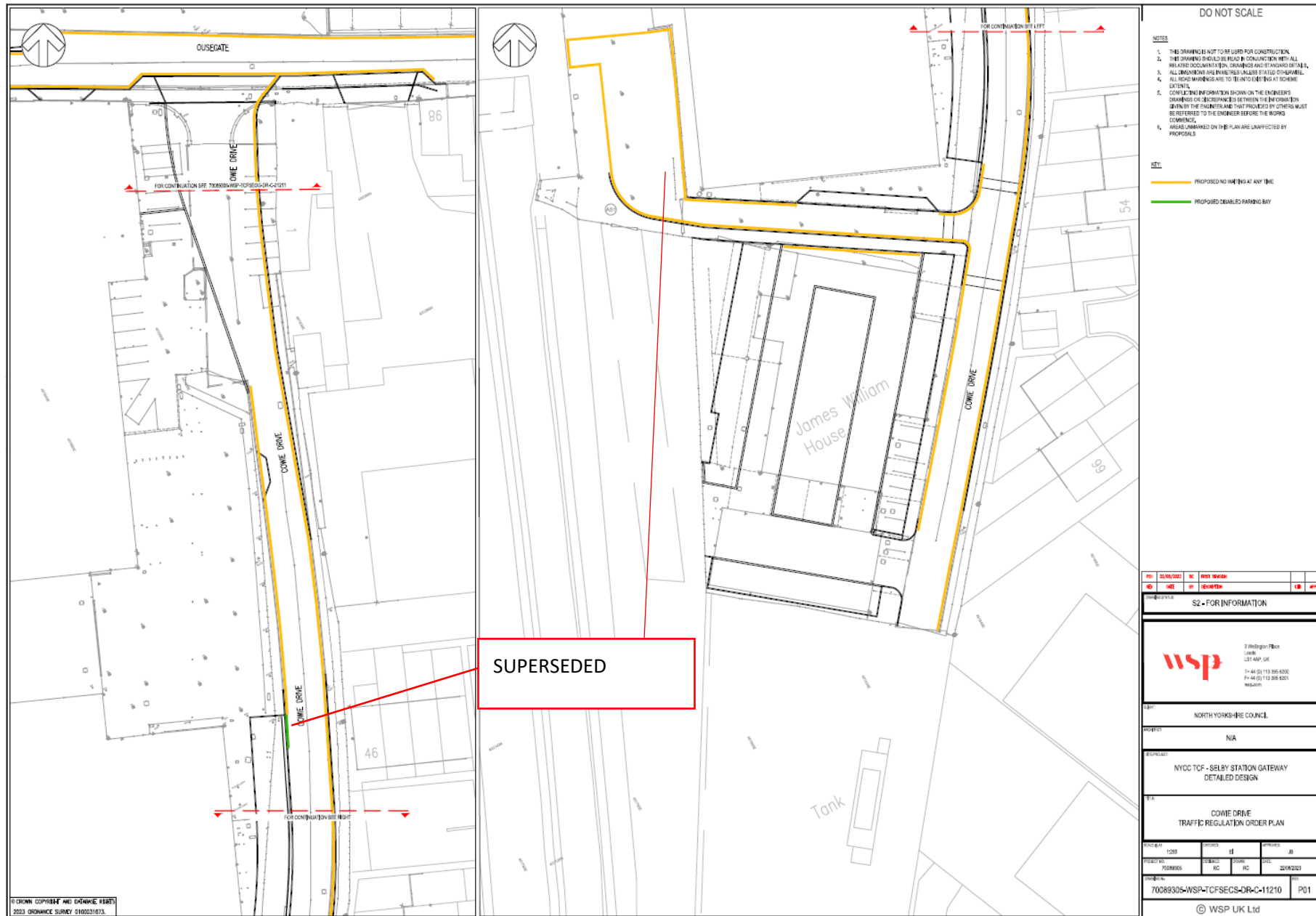
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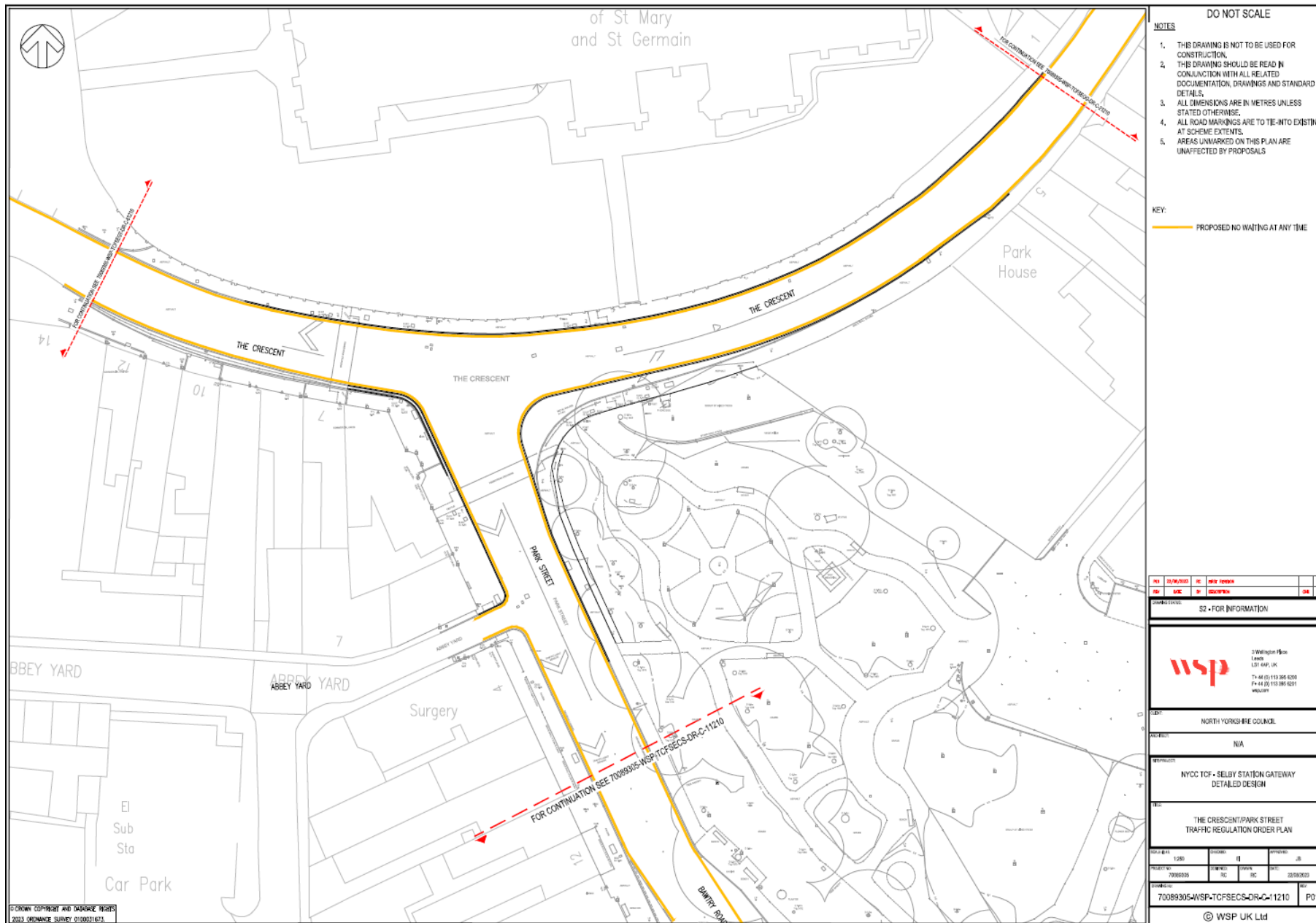
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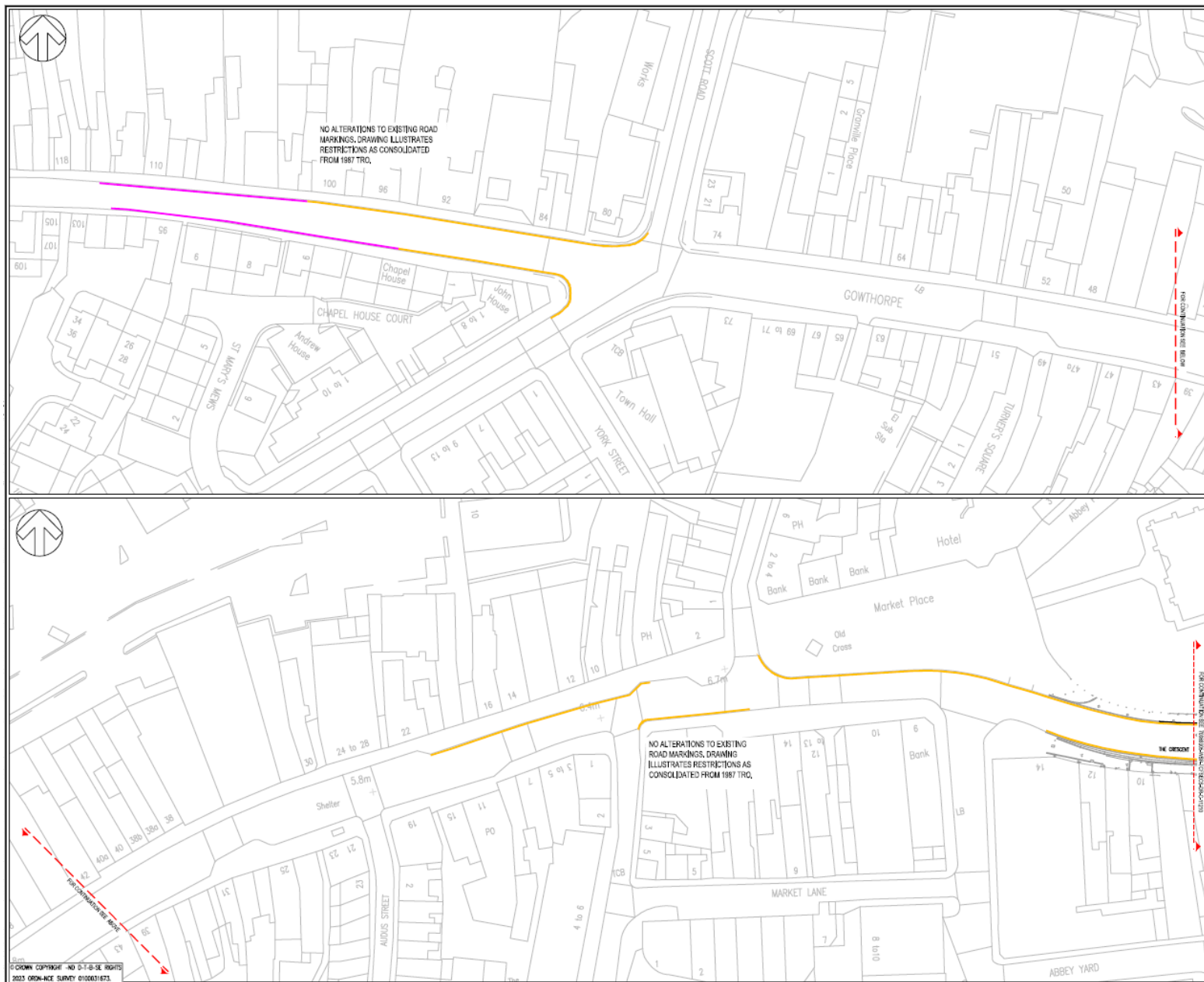
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**KEY:**

- EXISTING NO WAITING AT ANY TIME
- EXISTING NO WAITING BETWEEN 8AM AND 6PM MONDAY TO SATURDAY

REV	DATE	BY	CHK	DESCRIPTION

**WSP**

3 Wellington Way  
Leeds  
LS1 4AP, UK  
T: +44 (0) 113 385 6200  
F: +44 (0) 113 385 6201  
wsp.co.uk

CLIENT: NORTH YORKSHIRE COUNCIL

PROJECT: N/A

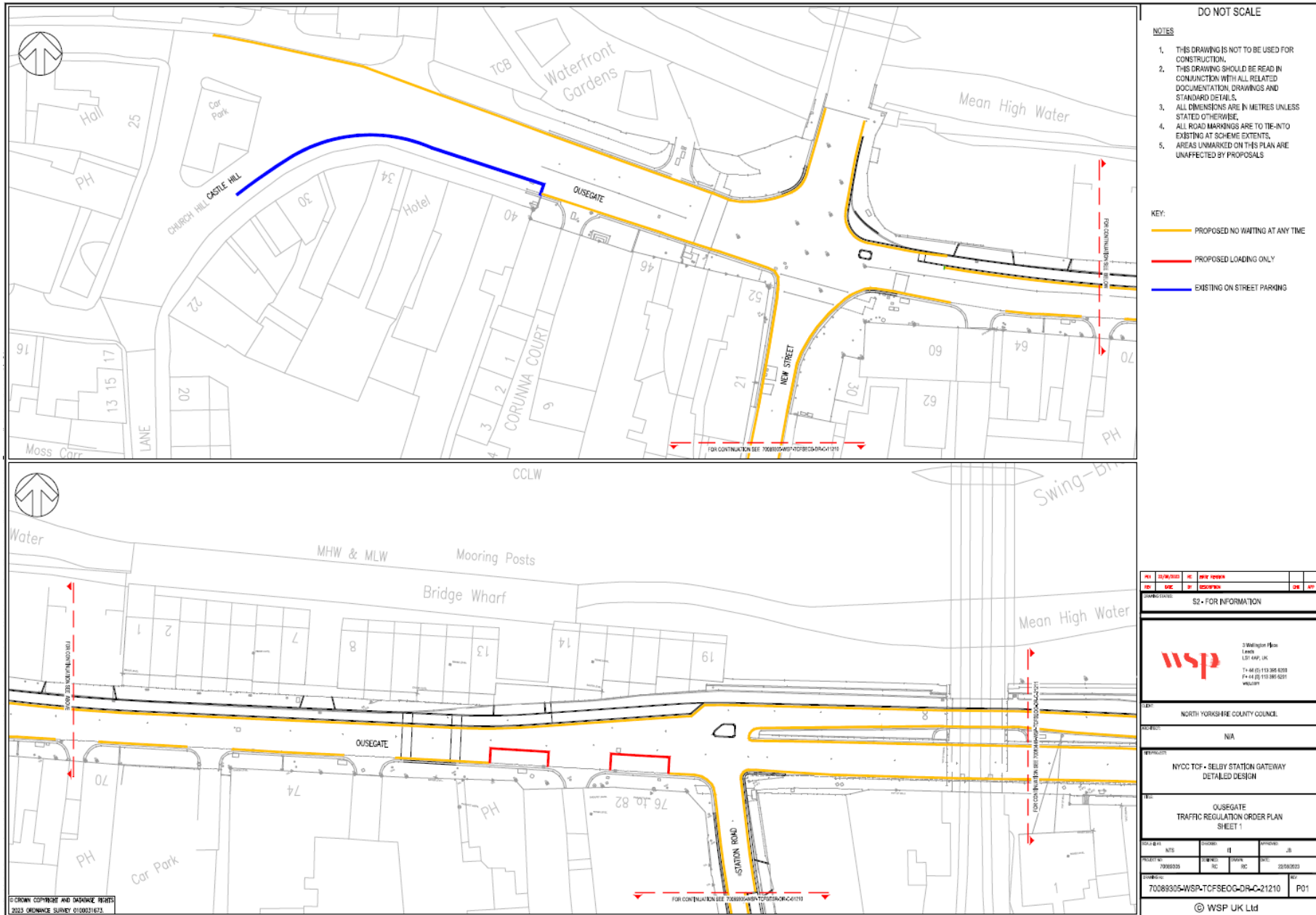
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70089305-WSP-TCFSEOC-DR-C-61210 P01

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  - AREAS UNMARKED ON THIS PLAN ARE UNAFFECTED BY PROPOSALS

- KEY:**
- PROPOSED NO WAITING AT ANY TIME
  - PROPOSED LOADING ONLY
  - EXISTING ON STREET PARKING

REV	DATE	BY	CHK	DESCRIPTION

S2 - FOR INFORMATION

**wsp**

3 Wellington Place  
Leeds  
LS2 4AP, UK  
T: +44 (0)113 295 6200  
F: +44 (0)113 295 6201  
www.wsp.co.uk

CITY: NORTH YORKSHIRE COUNTY COUNCIL

PROJECT: N/A

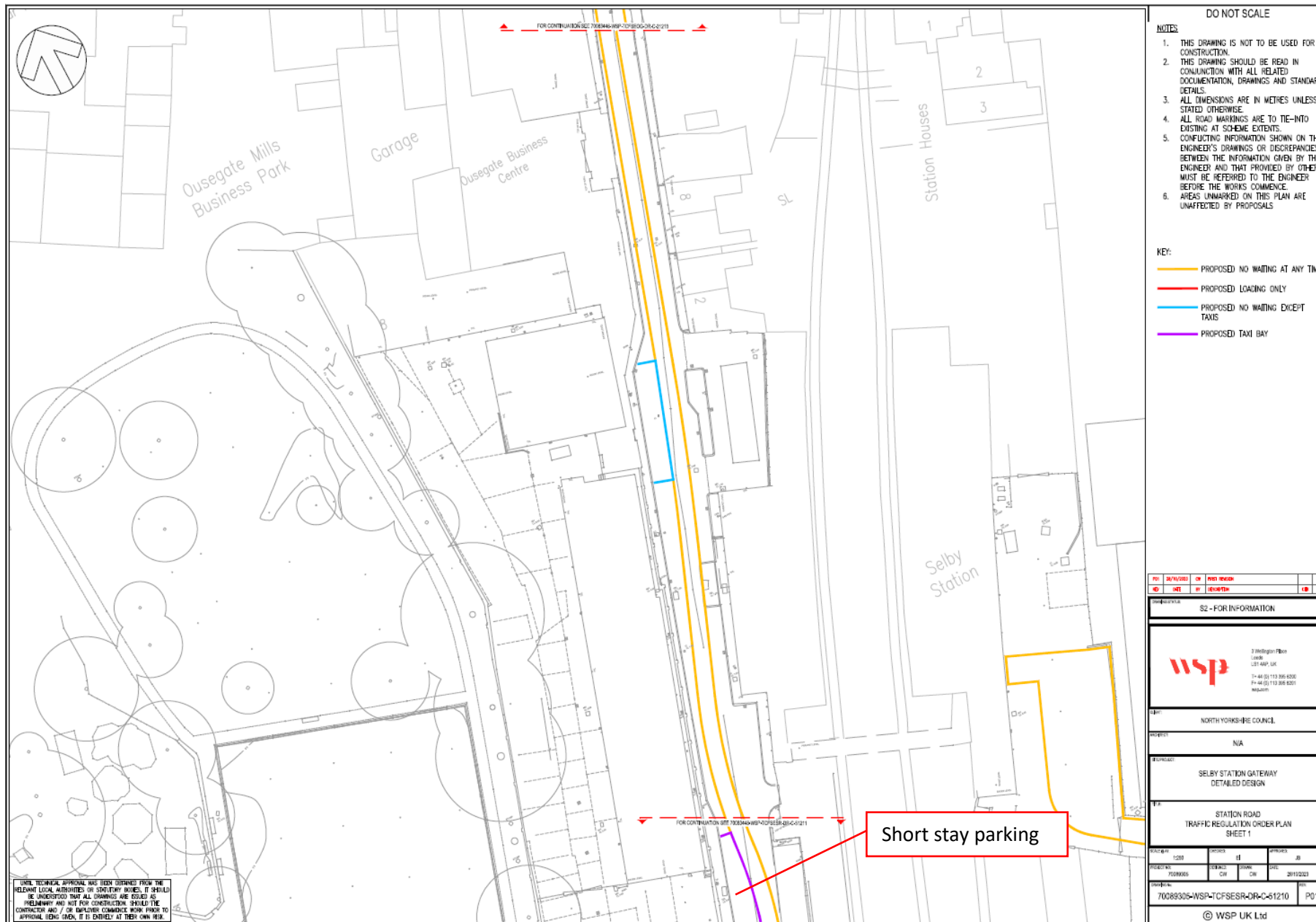
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PROJECT TITLE	70089305-WSP-TCFSEOC-DR-C-21210	DATE			P01

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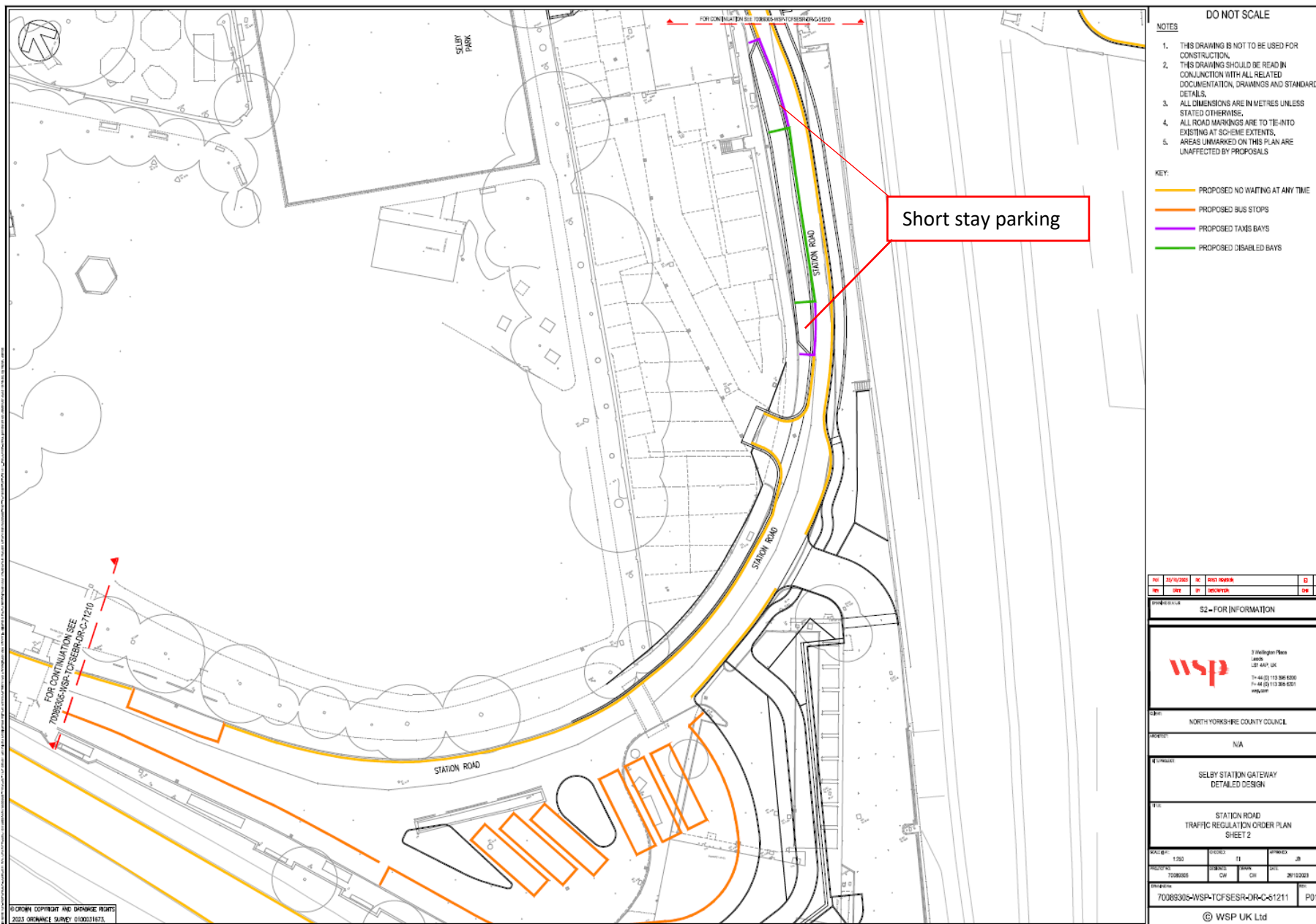
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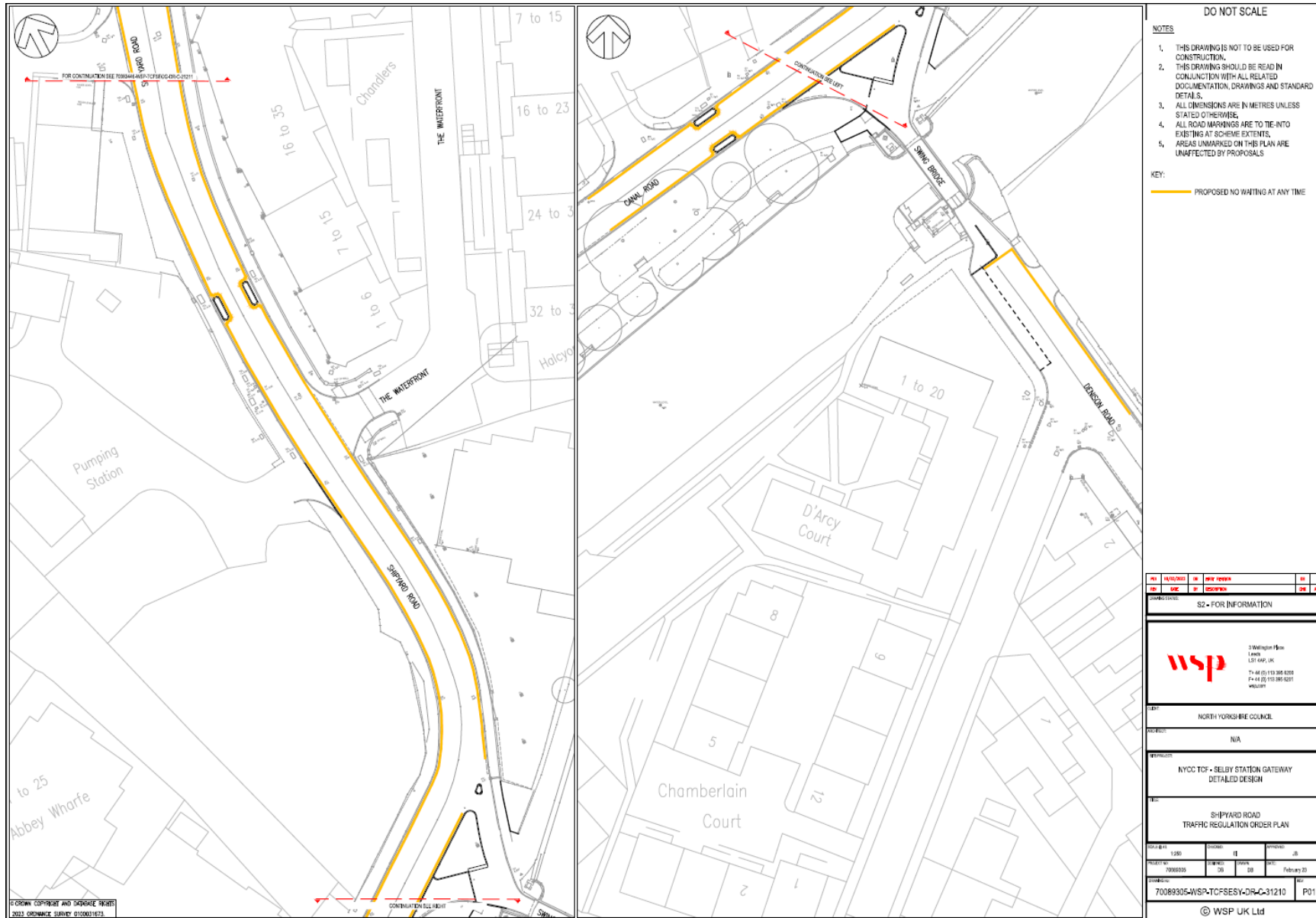
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6. AREAS UNMARKED BY THIS PLAN ARE UNAFFECTED BY PROPOSALS

KEY:

— PROPOSED NO WAITING AT ANY TIME

REV	DATE	BY	CHK	DESCRIPTION
DRAWING STATUS: S2 - FOR INFORMATION				
 3 Wellington Place Leeds LS2 4AP, UK T: +44 (0) 113 385 6200 F: +44 (0) 113 385 6201 wsp.co.uk				
CLIENT: NORTH YORKSHIRE COUNTY COUNCIL				
PROJECT: N/A				
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5. AREAS UNMARKED ON THIS PLAN ARE UNAFFECTED BY PROPOSALS.

**KEY:**

— PROPOSED NO WAITING AT ANY TIME

REV	DATE/NO	BY	CHK	DESCRIPTION
01				

SYMBOLS:

S2 - FOR INFORMATION

**wsp** 3 Watkinson Place  
Leeds  
LS1 4AP, UK  
T: 44 (0) 113 385 0300  
F: 44 (0) 113 385 0211  
www.wsp.com

CLIENT: NORTH YORKSHIRE COUNCIL

PROJECT: N/A

NYCC TCF - SELBY STATION GATEWAY  
DETAILED DESIGN

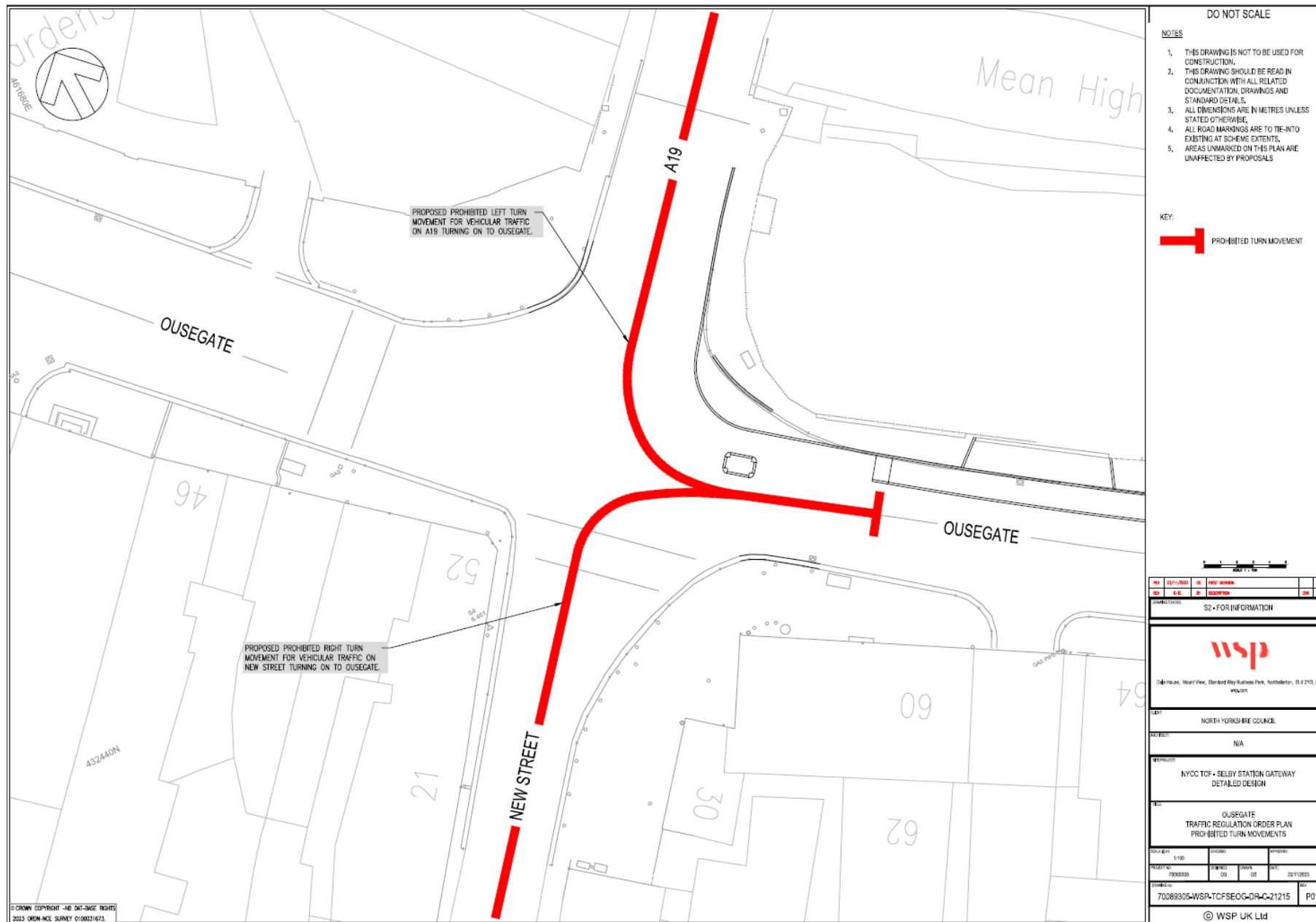
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DATE: February 20

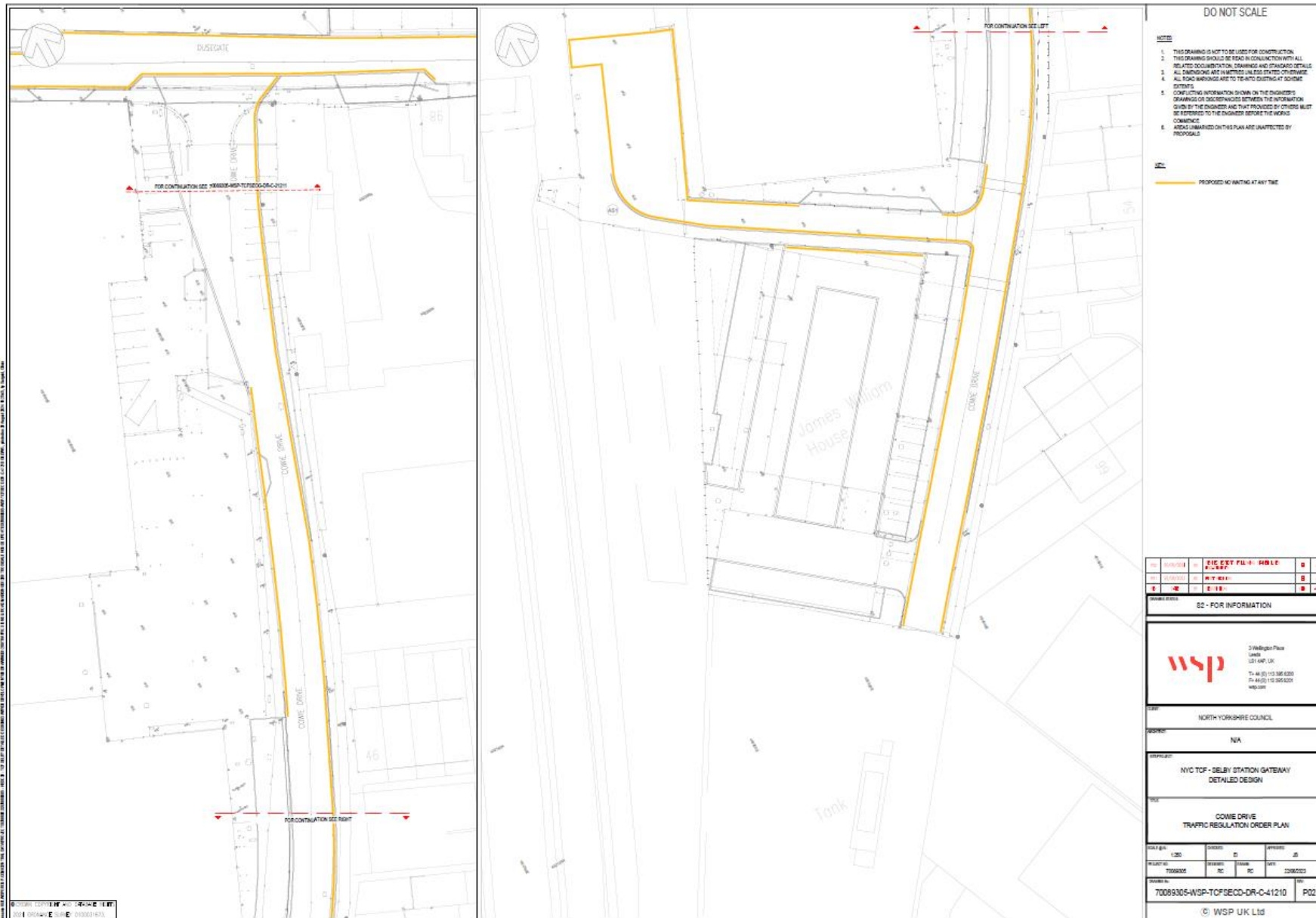
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**Proposed location – Selby TCF**  
**PROHIBITION OF WAITING AND LOADING AND PROVISION OF PARKING ORDER 2024**

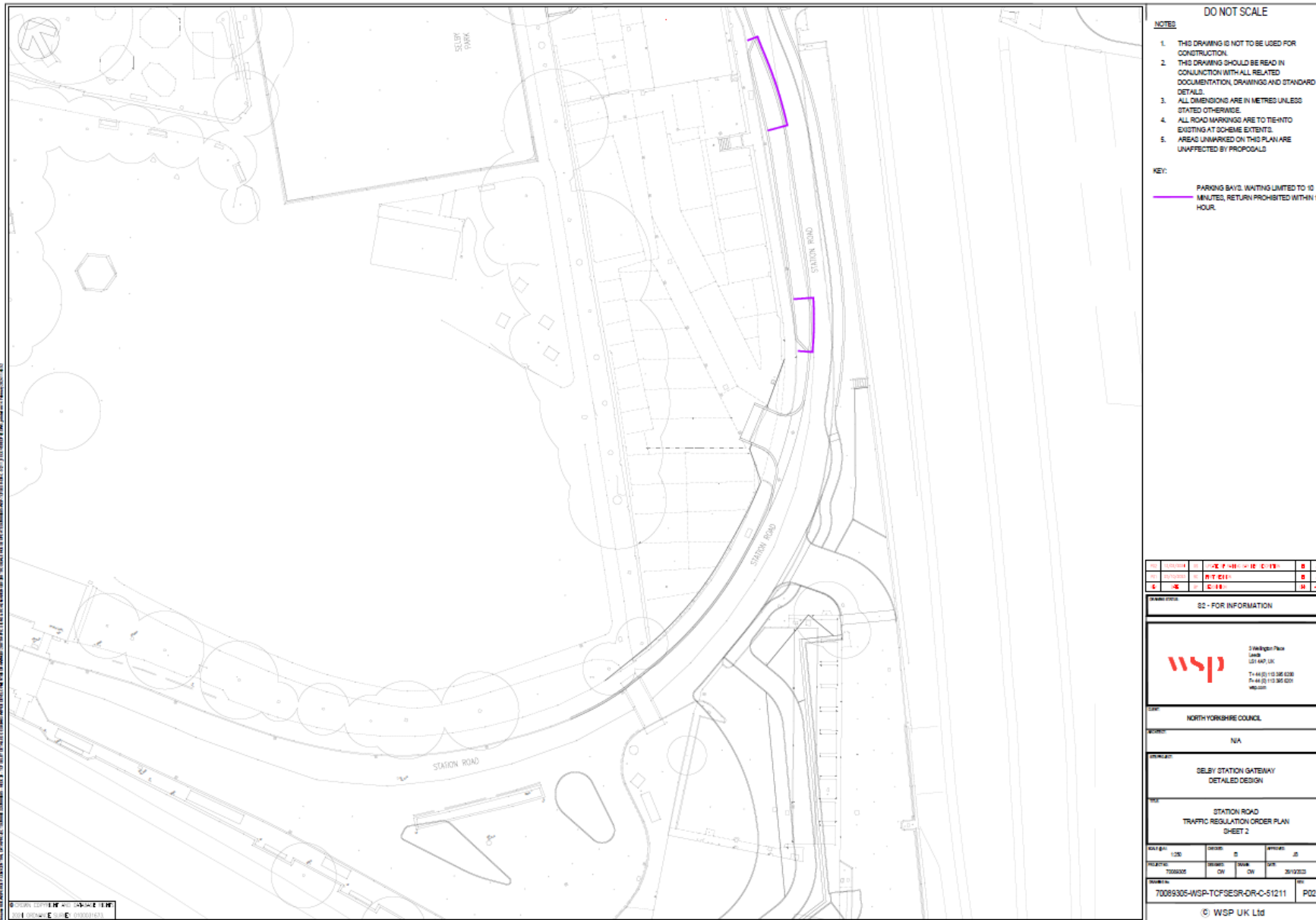
**Appendix A**





**Proposed location – Selby TCF**  
**PROHIBITION OF WAITING AND LOADING AND PROVISION OF PARKING ORDER 2024**

**Appendix A**



Comments	Response
<p>I am a resident that frequently uses Selby station, and while reviewing the plans for the roads surrounding Selby Station I have found something I take issue with. I, therefore, do not support the proposal.</p> <p>The plan shown depicts the new layout of the road as passing through the space currently occupied by parking spaces between the station building and the access stairs to platform 1. Opposite this area space has been provisioned for 4 disabled parking bays and 2 taxi bays.</p> <p>I find this decision highly confusing as the area of parking to be removed for this consists of 15 total parking spaces. 10 of which are for disabled people, with 2 of the remaining 5 being staff parking, and the remaining three being unrestricted.</p> <p>The proposal therefore includes a 60% cut in disabled parking for this side of the station with the only alternative being a new development of 4 spaces on the opposite side of the station. This still constitutes a 20% cut in the amount of disabled parking in the station area.</p> <p>From my experience using the station, the existing parking spaces are routinely full and, thanks to their pricing and location, are likely desirable not only for travelling by train, but also by bus or simply to access the town centre. The option of 4 spaces at the rear of the station, therefore, are also less desirable as they are further from both the bus station and town centre with the fastest access being via the footbridge once it reopens. This, however, may not be obvious to people using the car park for this reason as many stations restrict entry to those with a ticket only.</p> <p>It is my belief that the proposal will be a detriment to the accessibility of the town's services and businesses to those with disabilities with no clear rationale for the change to the front of the station.</p> <p>In my view, there is no reason to change the parking at the front of the station, and the parking to the rear should be included as an expansion to the available parking for the station and town as a whole.</p>	<p>This area, and the new car parking on Cowie Drive, is intended for rail customers. The changes proposed will provide disabled spaces to the east of the station, with direct access onto platform 2/3 proposed. This will provide greater parking choice for disabled rail customers.</p> <p>The amount of disabled parking at the railway station is subject to agreement with rail authorities, taking the official rail parking figures as the baseline (<a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a>). The total amount proposed (8 spaces, 4 either side of the railway line) meets highway design guidance and will provide larger disabled spaces than currently.</p> <p>Whilst this is a reduction of 2 spaces, the amount proposed is considered appropriate for the total number of car parking spaces. The scheme aims to provide a considerable betterment on the existing arrangement to the benefit of all users. The current provision for disabled customers is the drive in/reverse out parking bays which are perpendicular to the carriageway and for them to be able to safely access the station people are required to cross station road to the western side to utilise the 1.5m wide footway and then cross station road into the building. There are no drop</p>

	<p>kerbs currently along this stretch of Station Road providing further obstacles to PRM customers accessing the narrow footway. As the proposals look to provide footways to a minimum width of 1.9m though generally 2m minimum at pinch points on both sides of the carriageway providing greater access to the station for all users. These existing parking bays also represent a road safety concern as vehicles are reversing into two way traffic with limited visibility onto a 30mph speed limit road.</p> <p>There is an abundance town centre parking for other users.</p>
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<b>Selby TCF 20 mph Zone Order 2024 124899</b>	
<b>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:</b>	<p>The North Yorkshire Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:-</p> <p>(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</p>
<b>PROPOSED LOCATION:</b>	<p>Proposed locations:</p> <ul style="list-style-type: none"> <li>• Ousegate, Selby</li> <li>• Shipyard Road, Selby</li> <li>• Canal Road, Selby</li> <li>• Station Road, Selby</li> </ul>
<b>Selby TCF One Way Order 2024 124947</b>	
<b>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:</b>	<p>The North Yorkshire Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:-</p> <p>(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</p> <p>(b) for preserving or improving the amenities of the area through which the road runs; or</p> <p>(c) to manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.</p>
<b>PROPOSED LOCATION:</b>	<p>Proposed locations:</p> <ul style="list-style-type: none"> <li>• Ousegate, Selby</li> <li>• Station Road, Selby</li> </ul>
<b>Selby TCF Parking and Waiting No 51 Order 2024 124896</b>	
<b>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:</b>	<p>The North Yorkshire Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:-</p> <p>(a), (c) and (f)</p> <p>- to prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management</p> <p>- providing specific parking facilities for blue badge holders, waiting facilities for hackney taxi services and resident only parking</p>
<b>PROPOSED LOCATION:</b>	<p>LOCATIONS(S) OF PROPOSED ORDER/ OTHER COMMENTS:</p> <p>Proposed Location:</p> <ul style="list-style-type: none"> <li>• A19 The Crescent, Selby</li> <li>• A1238 The Crescent, Selby</li> <li>• Abbey Yard, Selby</li> </ul>

	<ul style="list-style-type: none"> <li>• Cowie Drive, Selby</li> <li>• Denison Road, Selby</li> <li>• Ousegate, Selby</li> <li>• Park Street, Selby</li> <li>• Market Place, Selby</li> <li>• Station Road, Selby</li> </ul>
<b>Selby TCF Prohibition of Driving Order 2024 124895</b>	
<p><b>STATEMENT OF THE COUNCIL'S REASONS FOR PROPOSING TO MAKE THE ORDER:</b></p>	<p>The North Yorkshire Council as the traffic authority for North Yorkshire considers that it is expedient to make the traffic regulation order:-</p> <p>(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,</p> <p>(b) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians)</p> <p>The proposals will help to create a safer environment which could be considered more conducive to safer active travel for more vulnerable road users (including pedestrians and cyclists)</p>
<p><b>PROPOSED LOCATION:</b></p>	<p>Proposed locations:</p> <ul style="list-style-type: none"> <li>• New Street to Ousegate, Selby</li> </ul>



<p><b>Initial equality impact assessment screening form</b>          (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')</p> <p><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></p>		
Directorate	Environment	
Service area	Major Projects & Infrastructure	
Proposal being screened	Proposed new Traffic Regulation Orders for Selby TCF project	
Officer(s) carrying out screening	Matt Roberts	
What are you proposing to do?	Introduce regulations on: <ul style="list-style-type: none"> <li>• A19 The Crescent, Selby</li> <li>• A1238 The Crescent, Selby</li> <li>• Abbey Yard, Selby</li> <li>• Canal Road, Selby</li> <li>• Cowie Drive, Selby</li> <li>• Denison Road, Selby</li> <li>• Market Place, Selby</li> <li>• Ousegate, Selby</li> <li>• Park Street, Selby</li> <li>• Shipyard Road, Selby</li> <li>• Station Road, Selby</li> </ul>	
Why are you proposing this? What are the desired outcomes?	To provide safer spaces for those walking, cycling and using motor vehicles through: <ul style="list-style-type: none"> <li>• reduced speeds</li> <li>• new cycle lanes</li> <li>• one-way street</li> </ul> <p>To prevent parking and waiting in areas that would compromise road safety or adversely or detrimentally affect traffic management.</p> <p>To manage vehicular traffic in order to discourage vehicle movements that could otherwise compromise road safety and cause congestion.</p>	
Does the proposal involve a significant commitment or removal of resources? Please give details.	No.	
<p><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></p> <p>As part of this assessment, please consider the following questions:</p> <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	

## Appendix D

	Yes	No	Don't know/No info available
Age		ü	
Disability	ü		
Sex		ü	
Race		ü	
Sexual orientation		ü	
Gender reassignment		ü	
Religion or belief		ü	
Pregnancy or maternity		ü	
Marriage or civil partnership		ü	
People in rural areas		ü	
People on a low income		ü	
Carer (unpaid family or friend)		ü	
Are from the Armed Forces Community		ü	
<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.	Yes – the proposal is focussed around Selby Railway Station. The TRO proposals will help to provide better access to the railway station, especially from the east, for those using all modes of transport. This is in addition to separate projects to introduce step-free access at the railway station (by Network Rail) and a Changing Places toilet at the bus station (NYC).		
<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.	No		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	ü	Continue to full EIA:
<b>Reason for decision</b>	<p>The proposed restrictions will require the installation of new road markings (double yellow lines), will increase the amount of disabled and cycling facilities, with some relocated and so should have a positive effect on those with Protected characteristics.</p> <p>This area, and the new car parking on Cowie Drive, is intended for rail customers. The amount of disabled parking at the railway station is subject to agreement with rail authorities, taking the official rail parking figures as the baseline (<a href="http://www.nationalrail.co.uk">www.nationalrail.co.uk</a>). The changes proposed will provide disabled spaces to the east of the station, with direct access onto platform 2/3 proposed. This will provide greater parking choice for disabled rail customers. The total amount proposed (8 spaces, 4 either side of the railway line) meets highway and rail design guidance and will provide larger disabled spaces than currently exist.</p>		

## Appendix D

	<p>The scheme aims to provide a considerable betterment on the existing arrangement to the benefit of people with protected characteristics. The current provision for disabled customers is the drive in/reverse out parking bays which are perpendicular to the carriageway and for them to be able to safely access the station people are required to cross station road to the western side to utilise the 1.5m wide footway and then cross station road into the building. There are no drop kerbs currently along this stretch of Station Road providing further obstacles to PRM customers accessing the narrow footway. As the proposals look to provide footways to a minimum width of 1.9m though generally 2m minimum at pinch points on both sides of the carriageway providing greater access to the station for all users. These existing parking bays also represent a road safety concern as vehicles are reversing into two way traffic with limited visibility onto a 30mph speed limit road.</p> <p>This new arrangement was presented to the Selby Disability Forum, who supported the proposals. However the arrangement will be kept under review post completion.</p> <p>A full EqIA has been completed for the overall Selby TCF project.</p>
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason
<b>Date</b>	19/02/2025

## Climate Change Impact Assessment Screening

### 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>	Selby TCF Traffic Regulation Orders
<b>Brief description of proposal</b>	The proposal is focussed around Selby Railway Station and forms an element of the Selby TCF project. The TRO proposals will help to provide better access to the railway station, especially from the east, for those using all modes of transport.
<b>Directorate</b>	Environment
<b>Service area</b>	Major Projects & Infrastructure
<b>Lead officer</b>	Matt Roberts, Economic & Regeneration Project Manager
<b>Names and roles of other people involved in carrying out the impact assessment</b>	Richard Binks, Head of Major Projects & Infrastructure

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 type="checkbox"/>	Continue to full CCIA: <input type="checkbox"/>
<b>Reason for decision</b>	<p>A full CCIA has been completed for the overall Selby TCF project.</p> <p>The proposed restrictions in themselves are unlikely to have a climate change impact. The changes to highway regulations will provide improvements for those walking, cycling and using public transport, the most carbon efficient modes of transportation. As a result, it is expected that it will encourage a shift towards these modes in the longer-term, providing a positive climate change impact.</p>	
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason	
<b>Date</b>	19/02/2025	