

North Yorkshire Council

Environment Executive Members

24 April 2025

Proposed Amendment of Waiting Restrictions on Norby Estate, Norby, Thirsk

Report of the Assistant Director – Highways and Infrastructure

1.0 PURPOSE OF REPORT

- 1.1 The purpose of the report is to advise the Corporate Director - Environment and the Executive Member for Highways and Transportation of the outcome of the consultation exercise to extend the existing 'No Waiting at Any Time' restriction (double yellow lines) on Norby Estate, Norby, Thirsk, and to seek approval for the way forward.

2.0 BACKGROUND

- 2.1 Norby Estate, Thirsk, is an unclassified residential road with short side roads off it and is situated to the west of the B1448 - Norby Front Street, approximately 500 metres northwest of Thirsk Market Place. The road is essentially a cul-de-sac but does have an emergency link to Gallows Lane to the north.
- 2.2 Not all the dwellings on the road have the benefit of off-street parking and those that do not are reliant on on-street parking at the side of the road.
- 2.3 There is an existing 'No Waiting at Any Time' restriction (double yellow lines) on both sides of the first section of the road when entering from the B1448 and extending for a distance of approximately 35 metres. The extent of this is shown in the image in Appendix 1.
- 2.4 Shortly after this restriction ends the road bends to the left, and then to the right, and indiscriminate parking, largely by residents, around these bends has resulted in: difficulty for other residents to access driveways; pedestrian footways being obstructed; and the passage of through-traffic being restricted. This is the main route into and out of the estate and is well used by children heading to and returning from school. Parking in this area also obstructs forward visibility for drivers negotiating the bends in the road. There is a bus stop in the area which is also affected. Some examples of these issues are shown in the photographs in Appendix 2.

3.0 CONSULTATION

- 3.1 In July 2024 a consultation was carried out proposing to extend the 'No Waiting at Any Time' restriction by approximately 60 metres on the south side of the road, and 95 metres on the north side - to include the bends. After an initial comment from Thirsk Town Council the extent of the proposed restriction was amended by approximately 15 metres on the northern side, as is shown on the plan in Appendix 3.
- 3.2 The consultation documentation was sent to affected properties and key stakeholders.

4.0 CONSULTATION RESPONSES/OFFICER COMMENT

- 4.1 Support for the restriction to be implemented was received from the Elected Member, Councillor Dadd, and from Thirsk Town Council. When delivering letters to affected properties an officer from the local area highways team was approached by three residents who verbally communicated support for the restriction.
- 4.2 Objections were received from two residents who live within the extents of the proposed restriction and are both Blue Badge holders. Neither has the benefit of off-street parking, and park on-street in the vicinity of the bends.
- 4.3 The first of the objections received via email stated: *“I’m disabled and have a current Blue Badge. I struggle to walk far at times and having double yellow lines outside my bungalow would cause me extreme difficulties as there will be nowhere near for me to park my car.”*
- 4.4 The second objection included: *“If there are double yellow lines I will find it incredibly challenging, stressful and exhausting to walk from the parking in the square, or in front of the maisonettes to get to my bungalow. This will directly impact my quality of life.”*
- 4.5 Blue Badge holders can park on double yellow lines for up to three hours where safe to do so.
- 4.6 A follow-up letter was received from the first objector which included suggestions for alternative options - see below.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 *Leave things as they are:* This is not a viable option for the residents and others already affected by the indiscriminate parking.
- 5.2 *Construct some off-street parking:* The provision of off-street parking would be a private matter for a resident(s) to provide, subject to land ownership. The Local Highway Authority only maintains the footways and carriageways in the area.
- 5.3 *Create a disabled parking bay(s):* This is possible; however, it would need to be located on the short section of straight road between the bends and the junction with the B1448 - Norby Front Street. This is approximately 30 metres from the objectors’ addresses, but the road slopes upwards from the junction, which may create difficulties for disabled users. Furthermore, it would be available for the use of all Blue Badge holders, and not just the objectors. The first section of unrestricted road available for all to park would be approximately 40 metres from the objectors’ addresses.
- 5.4 *Create a residents only parking scheme:* This is not a viable option for the residents already affected by the indiscriminate parking as it is largely caused by other residents.
- 5.5 *Introduce yellow lines on one side of the road only:* The objector suggests yellow lines only on the southern/eastern side of the road but regardless of whichever side of the road is restricted it would not fully overcome the issues of restricted pedestrian access and restricted visibility around the bends.

6.0 FINANCIAL IMPLICATIONS

- 6.1 The budget is available to introduce the waiting restrictions from the existing ‘Signs, Lines and TRO’ (Traffic Regulation Order) budget, which is held by the local Highways Area 2 office.

7.0 LEGAL IMPLICATIONS

- 7.1 In the event that the Corporate Director – Environment and 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.
- 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 recommending the implementation of the proposed TRO, 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 objections being received it has also been considered whether it would be appropriate to hold a public inquiry. Given the relatively small number of objections to be considered it would not be proportionate in terms of both time and costs to hold an Inquiry. The objections can be given proper regard in this report and decision-making process.

8.0 EQUALITIES IMPLICATIONS

- 8.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does have an adverse impact on one of the protected characteristics, but the recommendation is to continue with the proposal. A copy of the Equalities Impact Assessment decision form is attached as Appendix 4.

9.0 CLIMATE CHANGE IMPLICATIONS

- 9.1 Consideration has been given to the potential for any adverse climate change impacts arising from the recommendation. An initial climate impact screening form has been completed and is included as Appendix 5. It is the view of officers that the recommendation to implement the TRO as proposed does not have an adverse impact on climate change and, as such, a full Climate Change Impact Assessment has not been carried out.

10.0 REASONS FOR RECOMMENDATIONS

- 10.1 There have been ongoing concerns and complaints about indiscriminate parking at this location for some considerable time. The proposal, as presented in Appendix 3, has been drawn up with input from the elected Member, Thirsk Town Council and local residents.
- 10.2 Whilst it is acknowledged that the proposal will have an impact on the two objectors, who are individuals with protected characteristics, it will result in a significant improvement for the wider community, if implemented. These improvements mainly relate to highway safety, namely:
- a) improving/ensuring pedestrian access along the footways (note that on a previous site visit by an officer from the local highways team a person using a wheelchair was observed using the carriageway, as the footway was obstructed by a parked vehicle);

- b) ensuring the availability of forward visibility for motorists negotiating the bends; and
- c) ensuring access for and the free flow of all traffic using the carriageway, including for emergency service vehicles.

11.0 RECOMMENDATION(S)

11.1 It is recommended that:

- i. the results of the consultation exercise are noted; and
- ii. the Corporate Director, in consultation with the Executive Member for Highways and Transportation approve the introduction of the No Waiting at Any Time restrictions as shown in Appendix 3.

APPENDICES:

Appendix 1 – No Waiting at Any Time Restriction
Appendix 2 – Examples of vehicle obstructions
Appendix 3 – Amended proposed restriction
Appendix 4 – Equalities Impact Assessment
Appendix 5 – Initial Climate Change Impact Assessment

BACKGROUND DOCUMENTS: None

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
10 April 2025

Report Author: Graham Hind, Project Engineer, Area 2 Highways
Presenter of Report: Graham Hind, Project Engineer, Area 2 Highways

Note: Members are invited to contact the author in advance of the meeting with any detailed queries or questions.



Extent of existing 'No Waiting at Any Time' restriction on Norby, looking eastwards towards the B1448 - Norby Front Street.



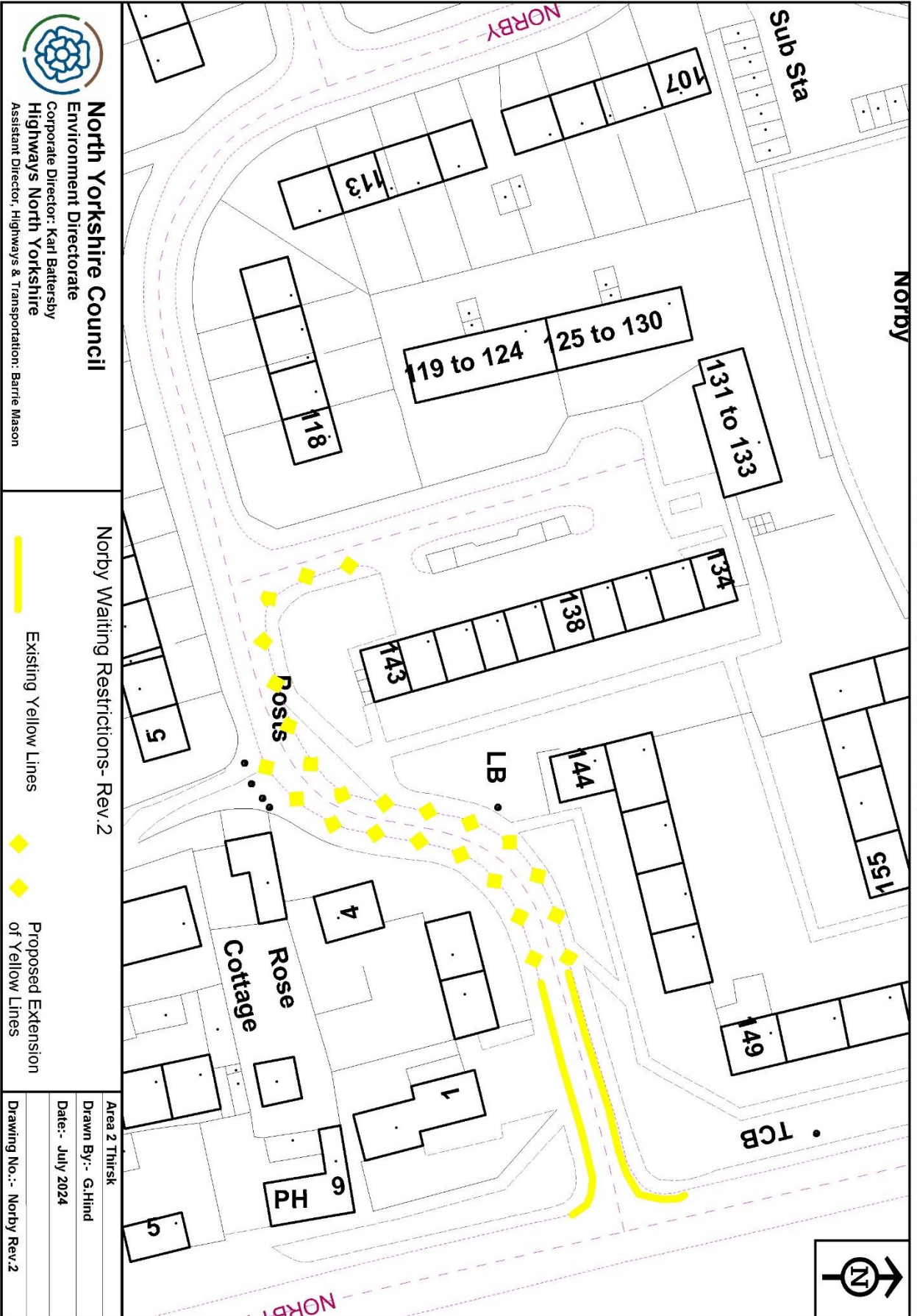
Example of vehicles parked obstructing both footways. The white vehicle is creating difficulty for the resident opposite to leave their driveway and is also completely masking another vehicle that is approaching - see below as the red vehicle appears.





Example of vehicles obstructing the footway.

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North Yorkshire Council
 Environment Directorate
 Corporate Director: Karl Battersby
 Highways North Yorkshire
 Assistant Director, Highways & Transportation: Barrie Mason

Norby Waiting Restrictions- Rev.2

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

(Form updated October 2023)

Proposed Amendment of Waiting Restrictions on Norby Estate, Norby, Thirsk.

<p>If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.</p> <p>যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন। 如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。 اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھیے۔</p>	
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Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Environment Directorate, Highway Operations
Lead Officer and contact details	Graham Hind
Names and roles of other people involved in carrying out the EIA	-
How will you pay due regard? e.g. working group, individual officer	Individual Officer
When did the due regard process start?	February 2025

<p>Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)</p> <p>An amendment to an existing waiting restriction on Norby estate, Thirsk, is proposed to resolve ongoing difficulties with access and improve highway safety for residents, pedestrians and highway users caused by indiscriminate parking - whilst having regard for any affected parties.</p>
<p>Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)</p>

Indiscriminate parking, largely by residents, on the Norby estate road has resulted in difficulties for other residents accessing driveways, pedestrian footways being obstructed and the passage of through traffic being restricted. This is the main route into and out of the estate, and is well used by children heading to - and returning from - school. Parking in this area also obstructs forward visibility for drivers negotiating the bends in the road, and pedestrians on the footways, to the detriment of road safety. There is a bus stop in the area which is also affected. The proposal seeks to extend existing yellow lines on Norby to address these issues.

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

The lines will be extended by approximately 60 metres on the south side of the road and 95 metres on the north side.

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

In July 2024 a consultation was carried out, with documentation sent to affected properties and key stakeholders. The proposal was also advertised, and notices were put up in the vicinity. Support for the restriction was received from the elected Member, and from Thirsk Town Council. Some residents verbally communicated support for the restriction when I visited. Two objections were received from residents who live within the extents of the proposed restriction, and are Blue Badge holders.

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

There is a cost associated with the implementation of the yellow lines, and funding is available from the existing "Signs, Lines and TRO" budget, which is held by the local Area 2 Highways office.

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.
Disability		x	x	The proposal will improve highway safety for users but does reduce the opportunity for disabled drivers to park on-street in the

APPENDIX 4

				vicinity. Two objections have been received from Blue Badge holders.
Sex		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.
Race		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.
Gender reassignment		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.
Sexual orientation		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.
Religion or belief		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.
Pregnancy or maternity		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.
Marriage or civil partnership		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
...live in a rural area?	x			It is within an urban area.
...have a low income?		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.
...are carers (unpaid family or friend)?		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.
..... are from the Armed Forces Community		x		The proposal will improve highway safety for users and is generally supported by residents and stakeholders.

Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)

North Yorkshire wide	
Craven	
Hambleton	x
Harrogate	
Richmondshire	
Ryedale	
Scarborough	
Selby	
If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.	
The impact is confined to one section of one street on Norby, Thirsk.	

<p>Section 9. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.</p> <p>The proposal does restrict the opportunity for drivers, including disabled drivers, to park on-street near to their properties. Blue Badge holders can park on double yellow lines for up to 3 hours where and when it is safe to do so. Parking, particularly if it is on or partly on the footway, is causing access difficulties for pedestrians. There are wheelchair users and others with limited mobility in the area and the proposal seeks to improve access for them as well as others.</p>
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Section 10. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts. Get advice from Legal Services)	x
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	

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

The proposal to extend the waiting restriction will improve highway safety for all users and is generally supported by residents who have been seeking a solution for some time. It is acknowledged that it does restrict the opportunity for drivers, including disabled drivers, to park on-street near to properties and objections have been received from Blue Badge holders who live within the extents of the proposed restriction. A number of alternatives have been considered but are not considered suitable (see Section 13 below for more details). It is recommended to continue with the proposal as designed and consulted upon.

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

Feedback from residents, the local member and Town Council.

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

Action	Lead	By when	Progress	Monitoring arrangements
Implement the extension of the waiting restriction as proposed.	Graham Hind	Within 3 months of a decision by Executive Members Committee.	Planned Committee date 25 April 2025	Seek feedback from residents and the local Member once implemented.

Section 13. Summary Summarise the findings of your EIA, including impacts, recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The proposal to extend the waiting restrictions will improve highway safety for all users. Whilst it is generally supported by affected residents and stakeholders, it does restrict the opportunity for drivers, including disabled drivers, to park on-street near to their properties. Two objections have been received from Blue Badge holders and alternative solutions have been considered as follows:

- *Leave things as they are:* This is not a viable option for the residents already affected.
- *Construct some off-street parking:* This would be a private matter for a resident to provide, subject to land ownership. The Local Highway Authority only maintains the footways and carriageways in the area.
- *Create a disabled parking bay(s):* This is possible; however, it would need to be located on the short section of straight road between the bends and the junction with the B1448 - Norby Front Street. This is approximately 30 metres from the objectors' addresses, but the road slopes upwards from the junction, which may create difficulties for disabled users. Furthermore, it would be available for

the use of all Blue Badge holders, and not just the objectors. The first section of unrestricted road available for all to park would be approximately 40 metres from the objectors' addresses.

- *Create a residents only parking scheme:* This is not a viable option for the residents already affected by the indiscriminate parking as it is largely caused by other residents.
- *Introduce yellow lines on one side of the road only:* regardless of whichever side of the road is restricted it would not fully overcome the issues of restricted pedestrian access and restricted visibility around the bends.

It is recommended to continue with the proposal as designed and consulted upon.

Section 14. Sign off section

This full EIA was completed by:

Name: Graham Hind

Job title: Project Engineer

Directorate: Environment

Signature: *G. Hind*

Completion date: 31 March 2025

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 10/04/2025

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

Title of proposal	Proposed Amendment of Waiting Restrictions on Norby Estate, Norby, Thirsk.
Brief description of proposal	Amendments (extensions to) existing waiting restrictions (double yellow lines) on Norby estate, Norby, Thirsk.
Directorate	Environment
Service area	Highway Operations
Lead officer	Graham Hind
Names and roles of other people involved in carrying out the impact assessment	John Ward-Campbell, Climate Change Business Partner

APPENDIX 5

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

Environmental factor to consider	For the council	For the county	Overall
Greenhouse gas emissions	No effect on emissions	No Effect on emissions	No effect on 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.

APPENDIX 5

Decision (Please tick one option)	Full CCIA not relevant or proportionate:	✓	Continue to full CCIA:	
Reason for decision	The proposal will have limited impact.			
Signed (Assistant Director or equivalent)	Barrie Mason			
Date	10/04/2025			