

North Yorkshire Council

Environment Executive Members

26 September 2025

Consideration of Objections – North Yorkshire Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.58) Order 2025

Report of the Assistant Director – Highways & Infrastructure

1.0 PURPOSE OF REPORT

1.1 The purpose of this report is to advise the Corporate Director (Environment) and the Executive Member for Highways and Transportation of the outcome of the public consultation and for a decision to be taken on whether the following proposals be introduced or set aside in light of the objections received to a number of traffic regulation order proposals advertised for public comment in June 2025.

2.0 SUMMARY

2.1 This report outlines objections received to Traffic Regulation Orders (TROs) advertised for public comment in June 2025 and officers' recommendations on whether the proposed measures be implemented or set aside after consideration of objections received.

3.0 BACKGROUND

3.1 All the general traffic management measures in this report seek to improve traffic movement/ flows, promote road safety, enhance the environment, or address inconsistencies with existing parking arrangements. Most of the problems that the measures seek to address have been identified by persons who have experienced difficulties arising from traffic management issues, these include local members, NYC officers or by the North Yorkshire Police.

3.2 Proposals were brought forward at the following locations.

Southville Terrace, Harrogate	Minor extension to length of waiting restrictions at junction to regulate parking, reduce accident potential and improve visibility for motorists exiting Southville Terrace on to Ripon Road and aid turning manoeuvres in to Southville Terrace;
Sovereign Park, Harrogate	Introduction of waiting restrictions along one side of Sovereign Park to regulate parking arrangements, deter indiscriminate parking and maintain traffic flow/ access to residential premises:
St Mark's Avenue/ Wensley Grove	Extension of/ introduction of waiting restrictions to regulate parking, deter indiscriminate parking, reduce accident potential to road users and improve visibility for motorists entering and exiting Leeds Road and Wensley Road junctions;
Pearl Street/ The Avenue, Harrogate	Introduction of waiting restrictions to regulate parking, reduce accident potential and improve visibility for motorists exiting Pearl Street junction on to The

	Avenue. Follows enquiry/ complaint by resident of Pearl Street concerned about increased level of parking in proximity to junction. Proposals align with similar junction arrangements locally;
Prospect Road, Harrogate	Introduction of waiting restrictions to regulate parking and maintain safe traffic flows along Prospect Road, improve visibility for motorists exiting neighbouring minor junctions and improve road safety for all road users. Proposal follows introduction of restrictions in 2002 along lengths of Prospect Road to the north.
Wayside Crescent/ St Leonard's Road/ Wayside Grove	Introduction of waiting restrictions to regulate parking, reduce accident potential and improve visibility for motorists exiting and entering minor junctions on to or off Wayside Crescent. Follows enquiry/ complaint by residents in locality concerned about increased level of parking in proximity to junctions and resulting hindrance to through traffic.
Regent Parade, Harrogate	Removal of short length of disc parking and introduction of waiting restrictions to enable improved/ safer turning manoeuvres in to and out of vehicular access to Regent Court.

4.0 DETAILED PRESENTATION OF THE SUBSTANTIVE ISSUE

- 4.1 The enabling Traffic Regulation Order (TRO) to secure these arrangements was advertised under the title 'North Yorkshire Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.58) Order 2025'.
- 4.2 The process for the consideration of objections to traffic regulation orders was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to Traffic Regulation Orders (TROs) is now a matter for the Executive and the role of the Area Committee is changed to 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 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.
- 4.3 The proposed TROs have not been defined as a 'wide area impact TRO' and therefore the Area Constituency Committee's views have not been sought.

5.0 CONSULTATION UNDERTAKEN AND RESPONSES

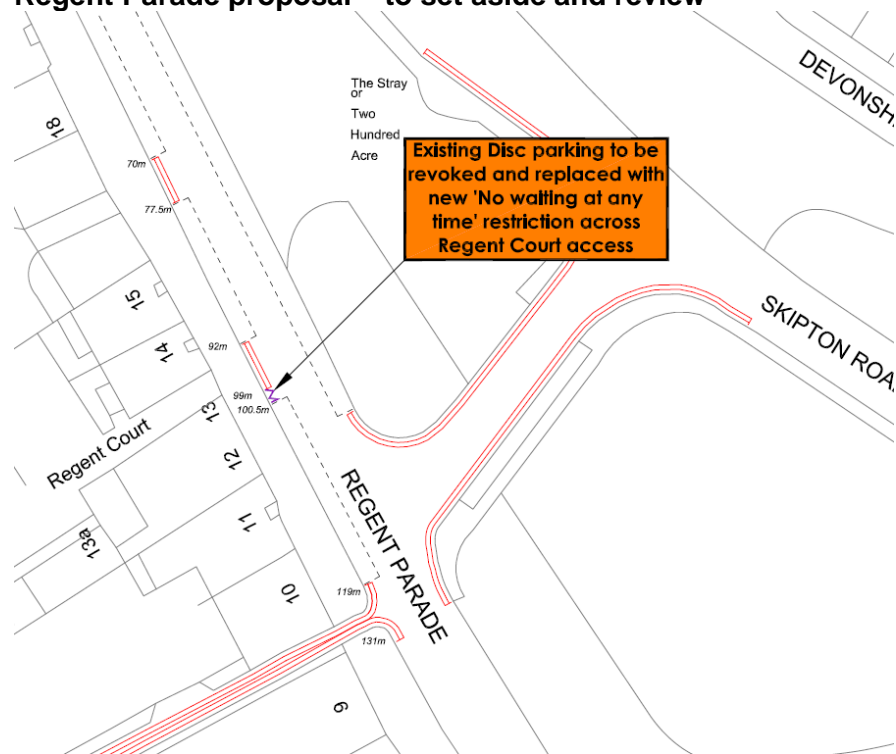
- 5.1 North Yorkshire Police Area Traffic Management Officer and the Councils Traffic Engineering team comments were sought on the proposed measures on the 14 November 2024.
- 5.2 The North Yorkshire Police Traffic Management Officer indicated no objections to any of the proposals in his response dated 25 November 2024.

- 5.3 The enabling Traffic Regulation Order (TRO) was advertised for public comment in the local press on the 19 June 2025 and notices placed on site in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 on the 17 June 2025, allowing 21 days for formal objections to the proposed restrictions to be lodged with the Area 6 Highways office.
- 5.4 The Council's legal team formally consulted the North Yorkshire Police, the Road Haulage Association and Logistics (formerly the Freight Transport Association) on the 09 June 2025.
- 5.5 Area 6 officers formally consulted statutory and non-statutory consultees on the 17 June 2025, each of the consultees listed below; Harrogate Town Council, NYC Public rights of way team, NYC Passenger Transport, NYC Traffic Engineering, NYC Parking services, NYC Parks team, North Yorkshire Police, North Yorkshire Fire and Rescue Service, Yorkshire Ambulance Service, Federation of Small Businesses (North Yorkshire/ North England), Harrogate Chamber of Trade, TROUKireland (Sat Nav supplier), Road Haulage Association, Logistics (FTA), Traffic link (Sat Nav supplier), British Driving Society, NFU, Cyclists Touring Club, Cycling UK and the NYC HAS Engagement team (link to local disabled access groups).
- 5.6 Only the Council's Public rights of way team and Passenger Transport teams responded to the consultation, indicating no objections to the proposals.
- 5.7 The last date for receipt of objections was Thursday 10 July 2025.
- 5.8 Objections were lodged against three proposals, at Regent Parade (High Harrogate and Kingsley division), Pearl Street/ The Avenue (Starbeck division) and Wayside Crescent (Stray, Woodlands and Hookstone division), which are outlined below, alongside officers comments in response to the objections.

Regent Parade objection

- 5.9 The objection on Regent Parade centred around the proposed changes conflicting with the markings that had very recently been reinstated following surface dressing works and site measures undertaken following receipt of the objection identified that the disc parking bays and double yellow lines had been reinstated to different positions along the length of Regent Parade and Park Parade. The officer supervising the surface dressing programme is in dialogue with NY Highways and their partner contractor to rectify incorrect markings. Considering these errors and the objection, officers have therefore resolved to set aside this particular proposal and revisit once all corrections have been made.

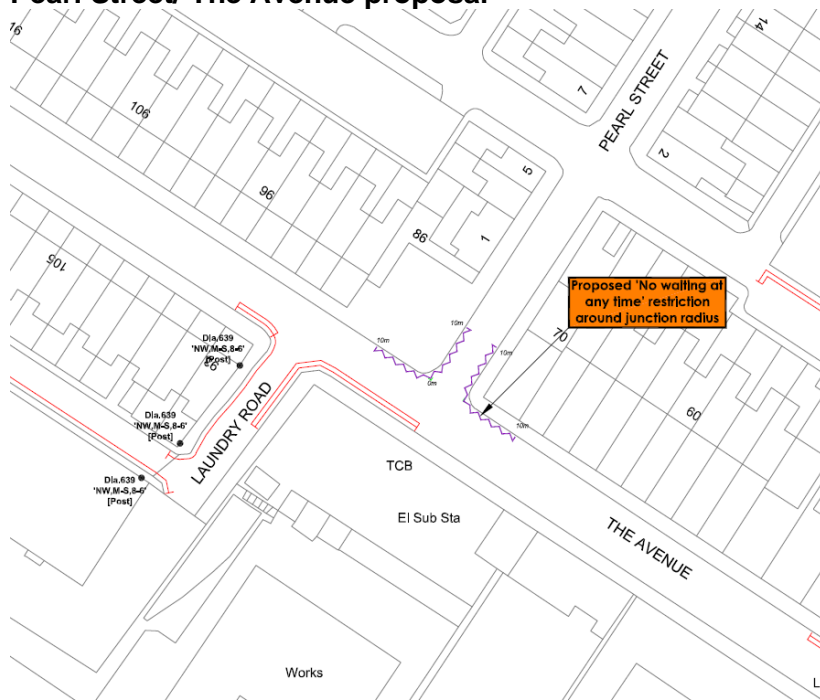
Regent Parade proposal – to set aside and review



Pearl Street objection

- 5.10 The objection received relating to Pearl Street was received from a resident of The Avenue, who expressed concern that the proposed restrictions would have an impact upon parking opportunity in a heavily populated area with most properties having more than one vehicle, often proving difficult to park in the evenings. Suggests that he and other residents often park approximately 3 metres from the junction where the vehicle was visible from property, and this has not caused any accidents. Considers that the proposal would result in the loss of four parking spaces.
- 5.11 The proposed measures seek to regulate the parking arrangements outlined in the Highway Code and replicates the restrictions at the neighbouring Regent Terrace junction, to ensure vehicles do not park within 10 metres of the junction, which has been regularly observed. Whilst there have been no recorded collisions resulting in personal injury at the junction, it is envisaged that the proposed restriction will improve visibility for motorists entering and exiting the junction and reduce accident potential.
- 5.12 Whilst officers sympathise with concerns over ease of parking directly outside individual households or directly opposite, this is not a right and whilst parking is in demand, there is typically capacity for spaces a short distance away from the junction. Officers therefore consider that the restrictions be implemented as proposed.

Pearl Street/ The Avenue proposal



Examples of vehicles parked close to junction



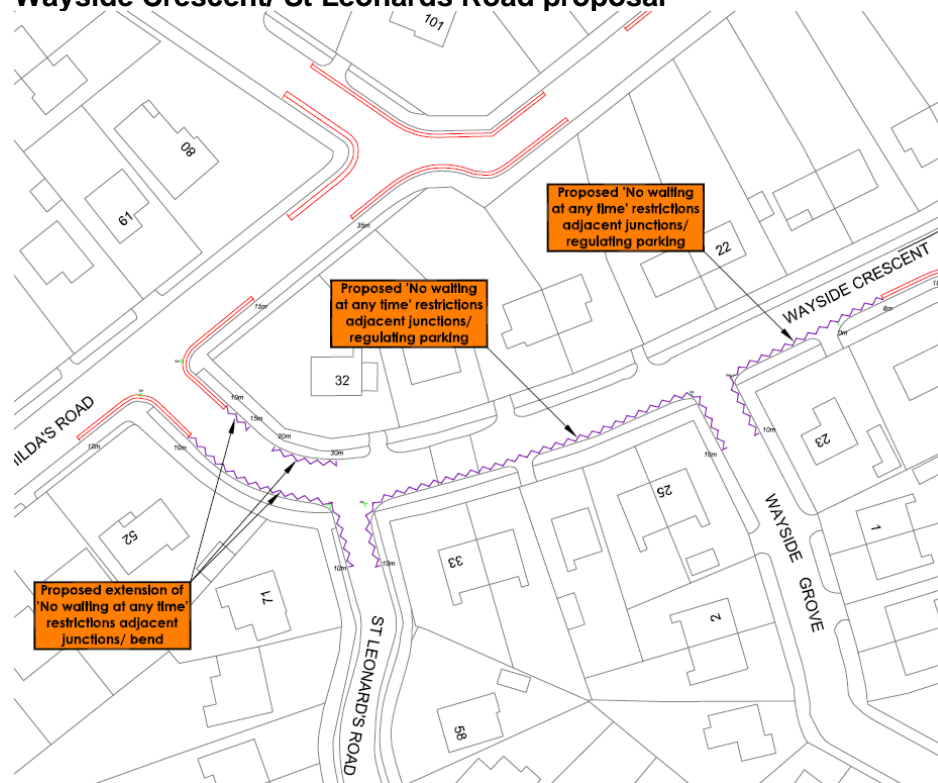
Wayside Crescent/ St Leonards Road objection

5.13 The objection received relating to Wayside Crescent/ St Leonards Road was received from a resident of St Leonards Road who outlined a number of grounds for their objection, including.

- that the proposed restrictions would make it easier for through traffic on Wayside Avenue, when through traffic should not be encouraged, aligned with the recent 20mph speed limit, the objective being to reducing average speeds to below 20mph.
- that the proposed restrictions at the St Leonards Road junction would move parked vehicles further into St Leonards Road, particularly to the double bend;
- that the Council should address the area wide issue of parking in the Saints area, resultant from the demand for parking at the Harrogate hospital site and other local sites.

- 5.14 The proposal on Wayside Crescent primarily aimed to reduce parking on the bend where concerns have been expressed that vehicles overtaking the parked vehicles do so into oncoming traffic westbound, generating a road safety concern. Officers have observed such manoeuvres on a number of site visits and through local knowledge. The other restrictions on the south side of Wayside Crescent aim to regulate parking to the north side only and ensure no displacement occurs that would ultimately obstruct through traffic.
- 5.15 The restrictions at the St Leonard's Road and Wayside Grove junction were promoted to ensure the application of the Highway Code requirements not to park within 10 metres of a junction, ensuring displacement did not present any further road safety concerns in the local area.
- 5.16 Officers do not consider that the proposals would have a significant impact upon neighbouring roads, including St Leonards Road, although officers accept there is high demand for kerbside parking in the Saints area by Hospital staff/ visitors and school pupils and staff. Many local roads experience daytime non-residential commuter parking along their entire length and waiting restrictions have been introduced at other junctions across the area in recent years to overcome localised parking concerns. Officers therefore consider that the restrictions be implemented as proposed.

Wayside Crescent/ St Leonards Road proposal



Examples of vehicles parking in proximity of junction (St Leonards Road/ Wayside Crescent)



6.0 LOCAL MEMBER ENGAGEMENT

- 6.1 Local members in the affected Divisions (Bilton and New Park, Coppice Valley & Duchy, Fairfax and Starbeck, Harlow & St George's, High Harrogate and Kingsley, and Stray, Woodlands and Hookstone) were consulted on the proposed measures on the 14 November 2024.
- 6.2 Councillor Aldred (High Harrogate and Kingsley) advised that the proposal "seems eminently sensible and I don't have any issues at all" (14 November 2024).
- 6.3 Councillor Broadbank (Starbeck) advised that he "supports the changes being proposed" (16 November 2024).
- 6.4 Councillor Timothy (Stray, Woodlands and Hookstone) advised that the proposals "seem perfectly sensible to make that area safer and more navigable".

6.5 Local members comments in respect of the objections received have been sought. Cllr Andrew Timothy (in response to the objection in the Stray division) has indicated his continued support for the restrictions as proposed, commenting "It is my view that parking on junctions is dangerous, and that measures to prevent it are entirely justified. While I share (the objectors) concerns that the core issue is insufficient staff parking at Harrogate Hospital, that is not a reason not to bring measures to prevent dangerous parking. As I have previously expressed to highways officers, there is serious demand for a review of parking all across the "Saints" estate, so I am supportive of the proposed measures". Councillor Broadbank, in response to the objection at Pearl Street/ The Avenue has advised that "I support the proposed traffic orders you have drafted".

6.6 Any comments received between the report completion and Executive Member Director/ Member meeting will be reported verbally at the meeting.

7.0 ALTERNATIVE OPTIONS CONSIDERED

7.1 Set aside the proposals where objections have been received; This is not a viable option for residents and road users already affected by the indiscriminate parking in the identified areas.

8.0 IMPACT ON OTHER SERVICES/ORGANISATIONS

8.1 Any restrictions approved and subsequently introduced in the enabling TRO would need to be enforced by the Council's Parking Services team. Restrictions already apply in the immediate locality of all of the proposal restrictions, and it would therefore be considered to be business as usual and minimal impact upon officer time and resources.

9.0 FINANCIAL IMPLICATIONS

9.1 Funding is available from the existing Highways Area 6 'Signs, Lines and TRO' budget to support the installation of all of the measures detailed in this report which are estimated to be in the region of £5,000.

10.0 LEGAL IMPLICATIONS

10.1 The process for the consideration of objections to TROs was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to TROs is now a matter for the Executive and the role of the Area Constituency Committee is changed to a consultative role on wide area impact TROs.

10.2 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.

10.3 Since the objections received only relate to three individual locations, this is not considered to qualify as a wide area impact TRO and hence the Area Constituency Committee's views have not been sought.

- 10.4 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 a Traffic Regulation Order (with or without modifications) and publish a notice of making the Order in the local press. The Council will also be required to notify the objectors of its decision and the reasons for making that decision within 14 days of the Order being made.
- 10.5 Where an Order has been made (i.e. sealed), if any person wishes to question the validity of the Order or any of its provisions on the grounds that it or they are not within the powers conferred by the Road Traffic Regulation Act 1984, or that any requirement of the 1984 Act or of any instrument made under the 1984 Act has not been complied with, they may apply to the High Court within six weeks from the date on which the Order is made.
- 10.6 In recommending the implementation of the proposed TRO, officers consider that it will enable the Council to comply with its duty under Section 122 of the Road Traffic Regulation Act 1984 and Section 16 of the Traffic Management Act 2004 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.
- 10.7 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. There were also relatively few objections received, 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.

11.0 EQUALITIES IMPLICATIONS

- 11.1 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.
- 11.2 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 yellow line waiting restrictions (either single or double) 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 or close to junctions where dropped/wheelchair crossing points are construct, does cause 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.
- 11.3 A screening form has been included in Appendix A.

12.0 CLIMATE CHANGE IMPLICATIONS

- 12.1 Consideration has 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. A copy of the Initial Climate Change Impact Assessment decision form is attached as Appendix B

13.0 REASONS FOR RECOMMENDATIONS

- 13.1 The locations where objections have been received have been the subject of representation from local residents and former elected members seeking road safety improvements to deal with indiscriminate parking in specific local areas, which prompted assessments and investigations by highways officers prior to proposals being developed, consulted upon and formally advertised.

- 13.2 Whilst it is acknowledged that the proposal will have an impact on the objectors, it is considered that the proposed measures will result in an improvement for the local community and the wider road user, if implemented. These improvements mainly relate to highway safety, namely:
- a. Regulating parking arrangements and reducing accident potential at selection locations.
 - b. ensuring the availability of forward visibility for motorists negotiating junctions and areas of on-street parking; and
 - c. ensuring access for and the free flow of all traffic using the carriageway, including for emergency service vehicles.

14.0 RECOMMENDATIONS

- 14.1 It is recommended that (having taken into account all of the duly made representations and objections) that.
- i. The results of the consultation are noted.
 - ii. The Corporate Director of Environment, in consultation with the Executive Member for Highways and Transportation, approves the introduction of the TROs outlined in this report, having given consideration to the site where objections have been lodged and the officers' comments and recommendations in response to those objections.
 - iii. Officers ensure that the objectors are notified of the decision and the reasons for making that decision within 14 days of the Traffic Regulation Order being made as set out in Section 10.4 of this report.

APPENDICES:

Appendix A – Equalities screening form

Appendix B – Climate Change Impact Assessment

BACKGROUND DOCUMENTS: None

Karl Battersby
Corporate Director – Environment
County Hall
Northallerton
09 September 2025

Report Author: Paul Ryan, Project Engineer, Area 6 Boroughbridge

Presenter of Report: Melisa Burnham/ Heather Yendall, Area Manager, Area 6 Boroughbridge

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

(Form updated October 2023)

Consideration of Objections – North Yorkshire Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.58) Order 2025

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.

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如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

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



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

Name of Directorate and Service Area	Environment Directorate – Highway Operations
Lead Officer and contact details	Paul Ryan, Area 6 Highways, Boroughbridge
Names and roles of other people involved in carrying out the EIA	N/A
How will you pay due regard? e.g. working group, individual officer	Individual Officer
When did the due regard process start?	August 2025

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?)

Introduction of waiting restrictions at various locations in Harrogate, aimed to improving road safety, regulating parking arrangements and behaviour and reducing accident potential for residents, pedestrians and highway users caused by indiscriminate parking.

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.)

Indiscriminate parking, largely by local residents or by staff commuter parking in residential areas has resulted in difficulties for other residents accessing off-street parking and the passage of through traffic being restricted. The proposals aim to resolve localised parking issues arising for poor parking behaviour

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

Selective lengths of waiting restrictions introduced in localised areas.

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?)

Proposals were advertised in the local press and by means of notices erected on street for public comment in line with statutory legislation and guidance. Direct consultation also undertaken with statutory bodies, key stakeholders and road user groups. Two objections have been received to two of the proposals advertised within the Order which are subject to consideration in this report.

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 waiting restrictions (yellow lines) and funding is available from the existing 'Signs, Lines and TROs' budget, held by the local Area 6 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		✓		Introduction of waiting restrictions will improve highway safety for all road users.
Disability	✓			It is not envisaged that the proposals will have any adverse effect on disabled badge holders/ disabled persons.
Sex		✓		Introduction of waiting restrictions will improve highway safety for all road users.
Race		✓		Introduction of waiting restrictions will improve highway safety for all road users.
Gender reassignment		✓		Introduction of waiting restrictions will improve highway safety for all road users.
Sexual orientation		✓		Introduction of waiting restrictions will improve highway safety for all road users.
Religion or belief		✓		Introduction of waiting restrictions will improve highway safety for all road users.
Pregnancy or maternity		✓		Introduction of waiting restrictions will improve highway safety for all road users.

Marriage or civil partnership		✓		Introduction of waiting restrictions will improve highway safety for all road users.
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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?	✓			The proposals are within the urban area of Harrogate
have a low income?		✓		Introduction of waiting restrictions will improve highway safety for all road users.
are carers (unpaid family or friend)?		✓		Introduction of waiting restrictions will improve highway safety for all road users.
are from the Armed Forces Community		✓		Introduction of waiting restrictions will improve highway safety for all road users.

Section 8. Geographic impact – Please detail where the impact will be (please tick all that apply)	
North Yorkshire wide	
Craven	
Hambleton	
Harrogate	✓
Richmondshire	
Ryedale	
Scarborough	
Selby	
If you have ticked one or more areas, will specific town(s)/village(s) be particularly impacted? If so, please specify below.	
The impact of the proposed restrictions is confined to localised areas of Harrogate only.	

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>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 yellow line waiting restrictions (either single or double) 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 or close to junctions where dropped/ wheelchair crossing points are construct, does cause 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>

<p>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)</p>	<p>Tick option chosen</p>
<p>1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.</p>	<p>✓</p>
<p>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.</p>	
<p>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)</p>	
<p>4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.</p>	
<p>Explanation of why option has been chosen. (Include any advice given by Legal Services.)</p> <p>The proposal to introduce waiting restrictions at various locations in Harrogate aim to improve road safety, reducing accident potential at select locations and regulate parking arrangements and will benefit all road users. Only two objections have been received at two sites and do not reference disabled users or any other characteristics, though it is accepted the proposals does reduce on-street parking opportunity across short distances at select locations. Alternative unrestricted and restricted parking is available short distances from the proposed measures.</p> <p>It is recommended to continue with the proposal as designed and consulted upon.</p>	

<p>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?)</p>
<p>Feedback from local residents, local members and the Harrogate Town Council. Officers also continue to monitor the effect of new parking and waiting restrictions for some months after implementation.</p>

<p>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.</p>				
Action	Lead	By when	Progress	Monitoring arrangements
Implement the introduction/ extension of waiting restrictions as proposed	Paul Ryan	Within 3 months of a decision by the Corporate Director/ Executive Member		Assess any feedback from residents, local member and Town Council and observe impact of scheme

<p>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.</p>

The proposal to introduce waiting restrictions at various locations in Harrogate aim to improve road safety, reducing accident potential at select locations and regulate parking arrangements and will benefit all road users. Only two objections have been received at two sites and do not reference disabled users or any other characteristics, though it is accepted the proposals does reduce on-street parking opportunity across short distances at select locations. Alternative unrestricted and restricted parking is available short distances from the proposed measures.

Set aside the proposals where objections have been received; This is not a viable option for residents and road users already affected by the indiscriminate parking in the identified areas.

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: Paul Ryan

Job title: Project Engineers

Directorate: Environment

Signature: Paul Ryan

Completion date: 28 August 2025

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 15 September 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	Consideration of Objections – North Yorkshire Council (Harrogate, Knaresborough, Pannal and Burn Bridge) (Parking and Waiting) (No.58) Order 2025
Brief description of proposal	Proposed waiting restrictions at various locations, Harrogate
Directorate	Environment
Service area	Highway Operations
Lead officer	Paul Ryan
Names and roles of other people involved in carrying out the impact assessment	John Ward-Campbell

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 B

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.

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	15 September 2025			