

- 3.3 Following this consultation, and further discussion with KMPC, two areas were amended:
- a) Section of proposed waiting restriction on the west side of Main Street, between point 1 and point 18 (on appendix A) was to be removed from the proposal due to possible enforcement issues of the parking area behind the footway.
 - b) Extending the proposed waiting restrictions further north on Malham Rakes (point 15 on Appendix A).
- 3.4 Formal consultation took place following this and the Traffic Regulation Order was advertised for public comment on 21 January 2021 as shown in Appendix A, B and C, and was as follows:
(PROHIBITION OF WAITING AND LOADING AND PROVISION OF PARKING)(DISTRICT OF CRAVEN)(VARIOUS ROADS, MALHAM VILLAGE) (AMENDMENT NO 35) ORDER 2021 advertised in both the local press, published on North Yorkshire County Council's website and by means of notices erected on street in accordance with the requirements of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The last date for receipt of objections was 15 February 2021.
- 3.5 The consultation documentation was also sent to key stakeholders including the Local Elected Member and Kirkby Malhamdale Parish Council.
- 4.0 Officer Comment and Conclusion**
- 4.1 The results of the formal consultation are attached to Appendix D.
- 4.2 One objection was received in response to the consultation and advertising stage. This raised concerns that waiting restrictions were being placed outside the objector's property and that they would therefore be unable to park and possibly in future be unable to have an electric point for an electric vehicle on the public highway.
- As your officer comments, existing timed restrictions between 8am and 6pm each day are already in place outside this property and have been in place for 30 years when they were introduced in 1991.
 - The existing timed 8am-6pm waiting restrictions are proposed to be changed in the new Traffic Regulation Order to 'at any time' restrictions. Following discussion with KMPC and visits on site, the length of road covered by the markings was not being utilised for parking outside of these hours and therefore it was agreed with KMPC that the restrictions should be changed to an 'at any time' restriction to avoid confusion and to reduce street clutter by removing the unnecessary time plates and posts.
- 4.3 The objector has off street parking available by means of a garage and hard standing area adjacent to the property so no need to park outside their property.
- 4.4 In conclusion, if approved, the waiting restrictions as advertised will assist in addressing the road safety problems that have been observed on site and ensure safer access for motorists travelling through Malham village.
- 4.5 Appendix C details the Statement for Reasons for proposing to make the order and the location schedule.
- 4.6 Appendix D lists the objections/representations that have been received to the proposals and includes officer's comments and recommendations.

4.7 Any comments received from the relevant Local Members are included in the appropriate detailed report. In accordance with the protocol for BES Executive Member reports, the Local Members will be provided with a copy of this report and be invited to the meeting on the 23 July 2021.

5.0 Financial Implications

5.1 Funding is available from the existing Area 5 'Signs, Lines and TRO' budgets to support the installation of these measures which are estimated to be in the region of £1000.

6.0 Equalities Implications

6.1 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 not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the Equalities Impact Assessment decision form is attached as Appendix E

7.0 Legal Implications

7.1 Consideration has been given to the potential for any legal implications arising from the recommendation.

7.2 The process for the consideration of objections to TRO's was approved by the Executive on 29 April 2014 and County Council on 21 May 2014. The consideration of objections to TRO's 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 TRO's. The consideration of objections has been delegated by the Executive to the Corporate Director – BES in consultation with BES Executive Members. The new 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
- The proposal affects more than one community
- The proposal is located within the ward of more than one County Councillor.

7.3 The proposed TRO has not been classed as a wide area impact TRO and therefore the Area Committee's views have not been sought.

7.4 In the event that the BES Executive Members and BES Corporate Director 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 County 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 County 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.

7.5 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.

- 7.6 In recommending the implementation of the proposed TRO as advertised for the reasons set out in this Report, Officers consider that the County Council is complying with its duty under Section 122 of the Road Traffic Regulation Act 1984 and has carried out the required balancing exercise in coming to that decision.
- 7.7 All other main legal aspects are covered in Section 3 to this report. Beyond that, it is the view of officers that the proposals do not have any legal implications for the County Council.

8.0 Climate Change Implications

- 8.1 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 form is attached as Appendix F

9.0 Recommendations

- 9.1 It is recommended (having taken into account of all the duly made representations and objections) that:
- i. The results of the consultation exercise are noted
 - ii. The Corporate Director, BES, and County Councillor Don Mackenzie – Executive Member for Access, approves the revocation of the existing Traffic Regulation Orders relating to Malham village and the introduction of a new Traffic Regulation Order in relation to the (Prohibition of Waiting and Loading and Provision of Parking)(District of Craven)(Various Roads Malham Village) (Amendment No 35) Order 2021 and as advertised
 - iii. That the Assistant Chief Executive (Legal and Democratic Services) be authorised to seal the relevant Traffic Regulation Order by the Corporate Director (BES) and County Councillor Don Mackenzie – Executive Member for Access in light of the objections received and that the objector is notified within 14 days of the order being made

BARRIE MASON
Assistant Director – Highways & Transportation

Author of Report: David Cairns

Background Documents:

- Letters/ Emails objecting to the proposals, as outlined in this report are held in the scheme files held by the Skipton Area 5 Highways Office.
- Malhamdale Visitor Traffic Management Plan held in the scheme files held by the Skipton Area 5 Highways Office

ROADS IN THE VILLAGE OF MALHAM
WAITING PROHIBITED AT ALL TIMES WITH EXEMPTIONS

SCHEDULE

<u>Plan Ref</u>	<u>Roads</u>	<u>Sides</u>	<u>Lengths</u>
1	Chapel Gate and Main Street	West	From its intersection with the north east channel of the entrance road to the YDNP car park, north east and north for a distance of 108.2m
2	Entrance Road to YDNP Car Park	North east	From its intersection with the north east channel of Chapel Gate, north west for a distance of 37.2m
3	Entrance Road to YDNP Car Park	South west	From its intersection with the north east channel of Chapel Gate, north west for a distance of 32.8m
4	Chapel Gate	West	From its intersection with the south west channel of the entrance road to the YDNP car park, south west for a distance of 18.6m.
5	Chapel Gate	West	From a point 275.2m south of its intersection with the south west channel of the entrance road to the YDNP car park, south for a distance of 164.8m
6	Chapel Gate	East	From a point opposite its intersection with the south west channel of the entrance road to the YDNP car park, southwest and south for a distance of 455.4m
7	Chapel Gate and Main Street	East	From a point opposite its intersection with the south west channel of the entrance road to the YDNP car park, north east and north for a distance of 116.2m
8	Main Street	East	From a point 160.7m from a point opposite the intersection of the north west channel of Chapel Gate and the south west channel of the entrance road to the YDNP car park, north for a distance of 21.5m.
9	Finkle Street	East	From its intersection with Main Street, north and north east for a distance of 54.3m
10	Finkle Street	North and West	From its intersection with Cove Road, east and north east for a distance of 93.2m
11	Finkle Street	North	From its intersection with the east side of the track to the Youth Hostel, east to its junction with Malham Rakes.
12	Finkle Street	South	From a point opposite the west boundary wall of No 1 Finkle Street, east for a distance of 154.6m
13	Finkle Street	South	From a point 176.0m east of a point opposite the west boundary wall of No 1 Finkle Street, east to its junction with Gordale Lane.
14	Gordale Lane	Both	From the junctions of Finkle Street and Malham Rakes, east for a distance of 54.0m
15	Malham Rakes	Both	From the northern channel line of Finkle Street and Gordale Lane, north west for a distance of 90.0m
16	Cove Road	West	From a point 41.9m north of a point opposite the south east corner of the Village Hall, north for a distance of 580.1m
17	Cove Road	East	From its junction with Main Street and Finkle Street, north for a distance of 619.0m
18	Main Street and Cove Road	West	From a point 177.0m north from its intersection with the south west channel of the entrance road to the YDNP car park, north to a point 11.3m north of a point opposite the south east corner of the village hall.

REVOCATION OF EXISTING ORDERS

The following Traffic Regulation Order is to be revoked in so far as it relates to any length of road in the village of Malham.

NORTH YORKSHIRE COUNTY COUNCIL (PARKING AND WAITING RESTRICTIONS) (VARIOUS ROADS, CRAVEN DISTRICT) ORDER 2013

**PROPOSED INTRODUCTION OF 'AT ANY TIME' WAITING RESTRICTIONS
IN THE VILLAGE OF MALHAM**

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

LEGAL POWERS AND DUTIES

Under Section 1(1) of the Road Traffic Regulation Act 1984 the County Council, as traffic authority for North Yorkshire, has powers to make a Traffic Regulation Order (TRO) where it appears expedient to make it on one or more of the following grounds:-

- (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
- (b) for preventing damage to the road or to any building on or near the road, or
- (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
- (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
- (e) (without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
- (f) for preserving or improving the amenities of the area through which the road runs; or
- (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of Section 87 of the Environment Act 1995 (air quality).

Section 122(1) of the Road Traffic Regulation Act 1984 also provides that it shall be the duty of every local authority upon whom functions are conferred by or under the 1984 Act so to exercise those functions as to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

REASONS FOR MAKING THE ORDER

The County Council considers that it is expedient to make this Traffic Regulation Order on grounds (a) and (c) above, having taken into account its duty under Section 122(1) of the 1984 Act, for the following reasons:-

Kirkby Malham Parish Council (KMPC) have expressed concern over the increasing number of parked vehicles causing a traffic hazard in Malham Village. Visitors parking at weekends and during summer months are parking at locations which obstruct the passage of traffic which has been highlighted in the Malhamdale Visitor Traffic Management Plan produced on behalf KMPC.

Consequently, in order to facilitate the safer passage of traffic (including pedestrians), it is proposed to introduce a prohibition of waiting at any time order outlined in the schedule and shown on drawing A5/Malham/Cons1.

Location(s) of Proposed Order

Malham village as shown on Drawing No. A5/Malham/Cons1 and as described on Schedule 1

CONSIDERATION OF OBJECTIONS

Under the County Council's Constitution, the consideration of objections to a proposed TRO is delegated to the Corporate Director - Business and Environmental Services (BES) in consultation with the BES Executive Members. For each TRO where there are objections, it will be necessary to bring a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The report will include the views of the relevant local member who will also be invited to the meeting that considers the report. The Corporate Director - BES may wish to refer the matter to the Council's Executive for a final decision.

A report to the relevant Area Committee will only be necessary when there are objections to a wide area impact TRO.

A wide area impact TRO is defined 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 County Councillor

The report will seek the views of the Area Committee and these views will then be included in a report to the Corporate Director - BES and the BES Executive Members seeking a decision on the consideration of the objections. The Corporate Director - BES may wish to refer the matter to the Executive for a final decision.

The existing arrangements for members of the public wishing to attend or speak at committee meetings will apply and it may be appropriate for the Corporate Director - BES to have his decision making meetings open to the public, so that the public and in particular those with objections, have the opportunity to put their views across directly.

N.B. The Corporate Director - BES has delegated powers to make decisions on TROs where there are no objections.

North Yorkshire County Council
Business and Environmental Services
Executive Members

23 July 2021 Malham Village – Proposed Traffic Regulation Order

Appendix D- Objections and Officers Comments

Objector: Resident, Malham

Comments:

- Property has only one vehicular access point for the purposes of loading and unloading whether that be persons, shopping, sports equipment, baby paraphernalia etc. etc. Unduly onerous restriction on the occupier of the property and materially adversely affects its current amenities.
- The nearest off road parking / off-loading area is approx. 50m away and is a gravelled area. This presents a real and present danger to disabled or infirm visitors/occupiers to property. It presents a hazard and inconvenience in terms of many essential activities of daily living including ability to unload and take heavy shopping in the house, manage sporting equipment and even the ability to wash the car without having to carry heavy buckets of water some distance.
- It was my intent to purchase an electric car. I need to be able to charge that car. To charge the car, I need access to my domestic electricity supply, the only possible access is outside my house on Cove Road.
- According to local estate agents, the proposed restrictions will adversely affect the value of the property, its attractiveness to potential buyers, and saleability of the property.
- It is my understanding that Waterside Cottage is the only property in the village without adjacent off road parking to be affected by the proposed restrictions. This seems inequitable and unfair. Indeed it is my further understanding that certain commercial properties on the main street in Malham objected to having yellow lines outside of their properties and as a result they are to be spared the restriction.
- Support the need for traffic management in Malham, however, the management of inconsiderate visitor parking should not adversely impact selected residents to the extent you propose to disadvantage me.
- The cottage adjacent has direct vehicle access to their property from their off road garaging and parking space which is adjacent to their property. They therefore are not disadvantaged by the Yellow Line proposal.
- I understand the need to ensure access along cove road and that parking on both sides of the road has the potential to restrict that, however, my cottage is opposite the village hall and if yellow lines were placed outside the frontage of the village hall, then I could park my car opposite without causing potential obstruction.

Officer Comments and Recommendations

The existing Traffic Regulation Order that is in place covers Cove Road which has waiting restrictions between the hours of 8am and 6pm each day. This is indicated on site by a single yellow line and appropriate signage. The waiting restrictions exist outside the objectors property at present.

The objector therefore has been unable to park outside their property between these hours for 30 years. Observations on site and comments from Kirkby Malham Parish Council indicate that parking is not occurring outside the permitted times and therefore requested that the single yellow line timed restriction was amended to a double yellow line 'at any time' restriction so that posts and signs could be removed to reduce street clutter in the Yorkshire Dales National Park.

Loading and unloading of goods will still be able to take place on the proposed restrictions.

The objector has parking available adjacent to their property with a garage and a hard standing off street private parking area.

Parking is, and still will be available opposite the objectors property outside the village hall and at adjacent properties. This parking is not solely for the use of those residents and their visitors but may be used by any member of the public who wishes to park there.

The properties opposite do not have any off street parking available therefore no restrictions are in place outside these properties whereas the objector (and their neighbour) do have off street parking available.

Charging for an electric vehicle could be carried out via the objectors garage or cabling to the private parking area via the rear of the property.

RECOMMENDATION: That the objectors comments are noted however on balance the restrictions will not adversely affect the objector and therefore the Traffic Regulation Order for Malham Village should be introduced as advertised.

Initial equality impact assessment screening form (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	BES		
Service area	H&T		
Proposal being screened	Traffic Regulation Order – Proposed no waiting at any time parking restrictions in Malham village.		
Officer(s) carrying out screening	David Cairns		
What are you proposing to do?	Amend current parking restrictions to include no waiting at any time restrictions at various locations in Malham village.		
Why are you proposing this? What are the desired outcomes?	To prevent vehicles from blocking access by inconsiderate and indiscriminate on the roads in and around Malham.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	No - once implemented waiting restrictions will be monitored by Harrogate Parking Services under their normal duties		
Is there likely to be an adverse impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristics?			
As part of this assessment, please consider the following questions:			
<ul style="list-style-type: none"> To what extent is this service used by particular groups of people with protected characteristics? Does the proposal relate to functions that previous consultation has identified as important? Do different groups have different needs or experiences in the area the proposal relates to? 			
If for any characteristic it is considered that there is likely to be a significant 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 Equality rep for advice if you are in any doubt.			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
Does the proposal relate to an area where there are known	No.		

inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.					
Will the proposal have a significant effect on how other organisations operate? (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	No impact				
Decision (Please tick one option)	<table border="1"> <tr> <td>EIA not relevant or proportionate:</td> <td><input checked="" type="checkbox"/></td> <td>Continue to full EIA:</td> <td><input type="checkbox"/></td> </tr> </table>	EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>
EIA not relevant or proportionate:	<input checked="" type="checkbox"/>	Continue to full EIA:	<input type="checkbox"/>		
Reason for decision	<p>The proposed waiting restrictions will have no negative impact on people with protected characteristics (or NYCCs additional characteristics) and will enable the County 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, as well as enabling formal enforcement action to be taken against misuse of the restrictions. The proposed measures will be of benefit to many road users.</p> <p>There is provision for blue badge holders in marked disabled bays within the Yorkshire Dales National Park Car Park, which is in the village. Additionally, blue badge holders can continue to park on the waiting restrictions for up to 3 hours, provided that they are not causing an obstruction.</p>				
Signed (Assistant Director or equivalent)	Barrie Mason				
Date	12 July 2021				



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

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

Title of proposal	Traffic Regulation Order – Proposed parking restrictions to include no waiting at any time in Malham Village.
Brief description of proposal	Amend current parking restrictions to include no waiting at any time restrictions at various locations in Malham village.
Directorate	BES
Service area	Highways & Transportation
Lead officer	David Cairns
Names and roles of other people involved in carrying out the impact assessment	David Cairns – Project Engineer Area 5 Skipton Highways Office
Date impact assessment started	12th May 2021

Options appraisal

Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed.

Option to prevent inconsiderate and indiscriminate parking is only option available.

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

Impact will be cost neutral. Restrictions will be monitored by Harrogate Parking Services under their normal duties.

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>Minimise greenhouse gas emissions e.g. reducing emissions from</p>	<p>Emissions from travel</p>	x			<p>Less parked traffic on the streets</p>		
<p>reducing emissions from</p>	<p>Emissions from</p>		x		<p>Parking restrictions enforced with yellow lines.</p>		

APPENDIX F

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>	
<p>travel, increasing energy efficiencies etc.</p>	<p>construction</p>						
	<p>Emissions from running of buildings</p>	<p>x</p>			<p>n/a</p>		
	<p>Other</p>						
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		<p>x</p>					
<p>Reduce water consumption</p>		<p>x</p>					
<p>Minimise pollution (including air, land, water, light and noise)</p>	<p>x</p>			<p>Less parked traffic on the streets</p>			

APPENDIX F

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

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

None

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

The restrictions have a small positive impact on reducing emissions in the area as well as access to properties and safe passage to pedestrians and travelling public. Costs to install road markings is minimal and enforcement carried out by Harrogate Parking Services during their normal duties.

Sign off section

This climate change impact assessment was completed by:

Name	David Cairns
Job title	Project Engineer
Service area	H&T
Directorate	BES
Signature	
Completion date	19/05/2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 12 July 2021