

North Yorkshire County Council
Business and Environmental Services
Executive Members

23 July 2021

**Station Road, Crossgates – Proposal to make Experimental
Traffic Regulation Order (TRO) Permanent**

Report of the Assistant Director – Highways and Transportation

1.0 Purpose of Report

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| <p>1.1 To enable the Corporate Director of Business and Environmental Services (BES) and BES Executive Members to consider objections and comments received for a proposed Traffic Regulation Order on Station Road, Crossgates, Scarborough.</p> |
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2.0 Background

- 2.1 Station Road is located off the B1261 in Crossgates near Eastfield on the outskirts of Scarborough town. At the time the section of the A64 between Seamer and Musham Bank was constructed in 1984, Station Road was bypassed by a high level bridge, consequently Station Road now ends in a cul de sac.
- 2.2 Station Road is approximately 255 metres long and provides the only vehicular access to Seamer rail station and to a public car park serving the adjacent Seamer rail station which is leased to Apcoa parking company by Trans Pennine Express, who will operate the franchise until March 2023.
- 2.3 The majority of traffic using Station Road are either accessing the 15 residential properties, many of these without off road parking or commuters accessing Seamer Station. The growing popularity of Seamer Station has increased steadily in the recent years, many have commented this is due to the parking charges at Scarborough town railway station. Station Road is becoming increasingly congested and over parked.
- 2.4 Commuters have the use of the car park alongside the railway tracks under the bridge, this car park was free until Apcoa introduced parking charges on 30 April 2019, this saw the car park with empty spaces and Station Road being used more by commuters and causing problems for local residents.
- 2.5 Seamer Station has been identified as the second fastest growing station in North Yorkshire after Sherburn in Elmet. This has resulted in car parking capacity issues, leading to a petition from local residents to Robert Goodwill MP and local radio coverage in March 2018. Robert Goodwill contacted us on 9 January 2020 see **Appendix A** for more information.
- 2.6 There is considerable housing growth expected in the area around Seamer; the site at Middle Deepdale is a committed development for 1,350 dwellings, developments providing 1,873 dwellings have already been granted planning permission, and housing allocations have been made for a further 2,470 dwellings. If these homes are occupied at the average rate for Scarborough District, the population around Seamer will grow by almost 11,000 by 2040.

- 2.7 The local highways officers were made aware from contact with local residents and the local County Councillor of the difficulties both residents and commuters face including a near miss involving a vehicle and a child. The road is approximately 7.5 metres wide with cars parking on both sides. Officers witnessed cars parking at the junction with the B1261, around bends obstructing visibility and at the station pedestrian entrance and pedestrian crossing points, obstructing visibility making it difficult for those wishing to turn around. Local residents have also informed officers that refuse collection wagons and delivery vehicles struggle to access the road due to the over parking.

3.0 Proposal

- 3.1 An ideal solution from the point of view of residents would be to introduce a Controlled Parking Zone, however at this time the County Council does not currently have the funds to implement a scheme of that type due to the size and scale needed. Although residents of the road have offered to fund a scheme of this nature, the scheme would have to incorporate nearby roads and would cost significantly more than they could fund from their street alone.
- 3.2 Officers developed a plan to provide free unrestricted parking along the majority of the residential (south) side of Station Road between the hours of 12noon and 10am Monday to Saturday, with no restrictions on Sundays and on the north side, to install a single yellow line which prohibits parking for two hours a day between the hours of 10am and 12noon. This proposal was communicated informally with Station Road residents and neighbouring roads, the local highway office received rejection comments, which were then discussed further in a public meeting.

4.0 Consultation

- 4.1 Following this a public meeting was held on 21 May 2019 at the local hall, co-hosted by the local county councillor David Jeffels and officers from the local highway office. Parts of the plan were discussed and it was agreed that the parking suspension, double yellow lines (no waiting at any time restrictions) around the bends and at the junction would aid visibility and safety. It was also agreed that double yellow lines around the cul de sac end of the road would aid vehicles turning and deter drivers from parking over pedestrian crossing points.
- 4.2 Therefore as a temporary solution, officers introduced an Experimental Traffic Regulation Order with these features, to help alleviate the ongoing issues quickly, whilst allowing assessment of the effectiveness of the trial during the longer consultation period which is a requirement of an Experimental Order.
- 4.3 It was acknowledged that implementing these proposals is likely to have the effect of increasing parking on adjacent streets. In the longer term, ideally parking restrictions would be introduced on all roads within easy walking distance of the station. However there is not the funding available to be able to consider this currently. We continue to look for a more widespread solution that could be applied in the next few years if funding became available.
- 4.4 The 18 month Experimental Traffic Regulation Order came into effect on Friday 31 January 2020, and will expire on Saturday 31 July 2021. The statutory 6 month objection period ended on Friday 31 July 2020 and no changes have been made at any point to the order since its introduction.

- 4.5 A letter and plan were sent to the local councillor, local businesses and approximately 60 letters were sent to the local residents of Station Road and adjacent streets on 23 January 2020.
- 4.6 The first Covid lockdown began on March 16, 2020, providing the trial with only 45 'normal' days before entering lockdown. Due to the government's measures in response to Covid-19. Seamer Station has seen reduced usage and decreased need for on-street parking. By the end of January 2020, six comments had been received and no further comments were received after this date.

5.0 Legal Consultation

- 5.1 In accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, the consultation and legal advertising took place at the same time.
- 5.2 A copy of the consultation letter and plan is shown in **Appendix B**, approximately 60 letters were hand delivered to residents and businesses, Notices and 'no parking' cones were placed on site from Thursday 23 January 2020, with road markings installed a few weeks later. Legal advertising was carried out in the local newspaper and a copy of all relevant documents was available in Scarborough library from Thursday 23 January 2020. The closing date for the receipt of objections was the Friday 31 July 2020.
- 5.3 Comments could be received between Thursday 23 January 2020 and Friday 31 July 2020, in response to the consultation and can be seen in **Appendix C** with highway officer's comments.

6.0 The Consultation Responses

- 6.1 A total of 5 responses were received to both consultation and legal advertising, this represents an 8% return rate.
- 6.2 The breakdown of those responding is shown below:
All expressed their support to the proposal however all indicated they felt more could be done, of these comments:
- One objector argued that parking on the right hand bend should be prohibited.
 - One objector said the actions taken so far has genuinely helped with safety in the street
 - Two commented that they would still like to see a Controlled Parking Zone implemented.
- 6.3 Responses from Statutory Consultees are as follows:
Councillor Jeffels, who was actively involved in the pre-consultation discussions, remarked that any increase in Station Road safety is welcomed, as is a more comprehensive scheme in the future.
- 6.4 **Appendix C** shows the comments received, with officer comment provided for each.
- 6.5 On request copies of all the responses can be made available by the Area 3 highway office for the committee to view at the meeting.

7.0 Officer Comments

- 7.1 The lining that has been introduced has made a significant difference to the visibility and safety for its users. The amount of contact from the residents of Station Road has dropped dramatically since implementing the Experimental Traffic Regulation Order. The necessity for introducing the parking restrictions remains unchanged, regardless of the effects of Covid-19.
- 7.2 Some residents expressed hope that we may introduce a Controlled Parking Zone (CPZ). Whilst officers understand their concerns, a CPZ for Station Road only could not be offered as it would simply push unwanted parking onto adjacent residential streets. Therefore only a CPZ encompassing a larger area would be effective. Local residents of neighbouring streets, expressed reluctance for the introduction of a proposed Controlled Parking Zone on their streets. In any event, consideration of a Controlled Parking Zone could not be given unless significant funding could be sourced, local residents including those of adjacent streets expressed at the community meeting that they would not all be willing to contribute financially. At this present time, there is no highway funding available that could be allocated to this scheme.
- 7.3 The local member has been provided with a copy of this report and has been invited to attend the BES Executive Members meeting on 23 July 2021 should they wish to do so.

8.0 Conclusion

- 8.1 The lining has increased visibility, provided areas for vehicles to give and take, and provided more space for vehicles to turn around after dropping off or picking up passengers at the station. Access for heavier trucks has also been improved. The lining would not be affected by a Controlled Parking Zone, should funding be obtained in the future.

9.0 Equalities Implications

- 9.1 Consideration has been given to the potential for any adverse equality impacts on people with Protected Characteristics, arising from the recommendation. The results of the impact assessment has been set out in a completed 'decision not to undertake an Equalities Impact Assessment' form. This is attached at **Appendix D** and it shows that there are no significant negative impacts on any of the groups with protected characteristics.
- 9.2 The local Disabled Action Group was contacted with details of these proposals in January 2020, but no response was received.

10.0 Financial Implications

- 10.1 The cost implications of the proposals include officer time, consultation, legal advertising, and lining works, the majority of which has already been funded. The cost of enforcing the restrictions would remain unchanged, and there would be no loss of parking revenue.
- 10.2 Other than legal costs to seal the order, the cost of this proposal was covered by the local highway office's 2019/20 signs and lines budget. Should this TRO be approved, no extra expenses will be incurred.

11.0 Climate Change

- 11.1 Consideration has been given to the potential for any adverse climate change impacts arising from the recommendation. The results of the impact assessment has been set out in the Climate change impact assessment form attached at Appendix E and it shows that there are no negative impacts as a results.

12.0 Legal Implications

- 12.1 A new 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 Business and Environmental Services (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 and,
 - The proposal affects more than one community and,
 - The proposal is located within the ward of more than one County Councillor.
- 12.2 This TRO is not classed as having a wide area impact, and therefore the Area Committee's views have not been sought.
- 12.3 Officers consider that the proposal will enable the County Council to carry out their duty under Section 122(1) of the Road Traffic Regulation Act 1984, which 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 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. The proposal will also enable the County Council to carry out their network management duty under Section 16 of the Traffic Management Act 2004 to secure the expeditious movement of traffic on the authority's road network and both then more efficient use and the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network.
- 12.4 In the event that the BES Executive Members resolve to approve the recommendations contained in this report, then to accord with the relevant statutory regulations, the County Council will be required to make and advertise the traffic regulation order concerned before it comes into operation. The County Council will also be required to notify the objectors of its decision within 14 days of the Order being made.
- 12.5 Where an Order has been made (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.

13.0 Recommendations

- 13.1 It is recommended that:-

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| <ul style="list-style-type: none">i. To give effect to the proposals for parking restrictions identified in Appendix B, the Assistant Chief Executive (Legal and Democratic Services) be authorised to make and seal the relevant Traffic Regulation Order.ii. Officers' ensure that the commenters 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 11.4 of this report. |
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BARRIE MASON

Assistant Director – Business and Environmental Services

Author of Report: Lindsey Walters

Background Documents: None

RT. HON. ROBERT GOODWILL M.P.

NYCC AREA 3

13 JAN 2020



HOUSE OF COMMONS
LONDON SW1A 0AA



Ref: RG/SFB

9 January 2020

North Yorkshire County Council Highways Authority
Area 3 Highways Office
Discovery Way
Whitby
YO22 4PZ

Dear Sir/Madam,

Please find enclosed an e-mail I have received from one of my constituents, REDACTED

You will note that he still has concerns regarding the parking issues on Station Road and I would be very grateful if you could assess the current situation and provide an update. You will note that this has been an on-going issue for a considerable amount of time.

Thanking you in anticipation of your prompt assistance.

Yours sincerely

Rt Hon Robert Goodwill MP
Scarborough and Whitby

Enc
CC: Mr. Osborne

Contact: Lindsey Walters

Reference: Station Road, Crossgates

Richard Marr CEng., MICE.
Highways and Transportation
Area 3 – Whitby Office
Discovery Way
Whitby
YO22 4PZ
Tel: 01609 780780

Email: area3.whitby@northyorks.gov.uk
www.northyorks.gov.uk

Friday, 17 January 2020

Dear Mr Goodwill,

Station Road Experimental Traffic Regulation Order

Thank you for your letter dated 9th January, regarding the parking issues on Station Road. With the growing popularity of Seamer Station, Station Road has become increasingly congested and over parked, we are aware this causes issues for the local residents.

Many residents have expressed a wide area controlled parking zone would be an ideal solution, however the county council do not currently have the funds to put this in place, we must also prioritise areas based on need and collision data.

Councillor Jeffels and ourselves hosted a consultation evening on 21 May 2019 with the local residents, and proposed a controlled parking zone, this however was rejected in fear that it would also cause parking issues for the residents and would be likely to have the effect of increasing parking on adjacent streets. In order to provide residents with some relief and improved safety on the road it was agreed by the majority of attendees that parking restrictions such as double yellow lines be introduced in strategic places.

I would like to reassure you and the residents of Station Road that double yellow lines will be introduced across certain areas increasing visibility and providing safe passing for vehicles along the road. At the bottom of the road, double yellow lines would give vehicles space to turn around and allow waiting for a short period of time. We intend to implement the Experimental Traffic Regulation Order this month.

Please see the enclosed letter and plan for more information, we intend to send these out to residents next week.

Kind regards,

Lindsey Walters
Project Engineer

Consultation Letter and Plan



Your ref: Station Road

Our ref: Station Road ETRO

Contact: Lindsey Walters

Richard Marr CEng., MICE.
 Highways and Transportation
 Area 3 – Whitby Office
 Discovery Way
 Whitby
 YO22 4PZ
 Tel: 01809 780780
 Email: area3.whitby@northyorks.gov.uk
www.northyorks.gov.uk

Thursday 23 January 2020

Dear Sir/Madam,

CONSULTATION RE: PARKING RESTRICTIONS TO STATION ROAD

North Yorkshire County Council, the local highway authority, is aware from contact with local residents and our own observations that the popularity of Seamer Station still causes issues for the residents of Station Road and station users alike.

As discussed at a public consultation at the village hall, the ideal solution from the point of view of residents would be to introduce a Controlled Parking Zone, unfortunately the County Council does not currently have the funds to implement a scheme of that type however we are still investigating funding possibilities.

As discussed with the attendees of the public consultation parking restrictions (double yellow lines) around the top and bottom of the road would help to alleviate the ongoing safety issues.

We will be introducing an Experimental Traffic Regulation Order, please refer to the enclosed plan showing the proposed road markings and locations, the experimental order will see the double yellow lines be introduced at the bottom of the road, double yellow lines would give vehicles space to turn around and allow waiting for a short period of time. Double yellow lines would also be installed at the entrance to the road and around bends to increase visibility and improve safety for the vehicles and pedestrians entering and leaving the road.

The order will be advertised in the local newspaper, placing notices on lamp columns and the placing of 'no parking' cones on the edge of the road, until road marking can be installed, we would appreciate the cooperation of local residents to ensure that these cones don't get moved by people visiting Station Road. We will monitor the cones, and cones that appear elsewhere outside the area covered by the order will be removed. The cones allow parking restrictions to be enforced. We hope that by working to improve these issues we will begin to see some improvements to the parking situation on Station Road.

The Experimental Traffic Regulation Order will come into effect on **Friday 31 January**, and will be in place for up to 18 months, in which there is a statutory 6 month period which anyone may object, if you would like to provide any comments on this order, you can write or email to the above address by Friday 31 July 2020.

Yours faithfully

Helen Watson

Helen Watson CEng MICE
 Improvement Manager

Business and Environmental Services ■

Comments received

Objection/Comment	Officer Comment
<p>1. <i>After receiving your letter dated 23rd January 2020 I was very pleased to read of the double yellow lines that are going to be installed around the bends for a trial period.</i></p> <p><i>On the drawing it appears there is still going to be parking on the right hand bend as you come down but surely as the Highway Code states Rule Number 243 you must not stop or park on a bend. Is the drawing wrong? As the letter states double yellow lines around the bends.</i></p>	<p>Comments in support noted</p> <ul style="list-style-type: none"> MUST/MUST NOT and do/do not are used to identify the Highway Code requirements that can be lawfully enforced. On this bend, the road is wider and can accommodate two lanes of traffic plus a parking area without significantly affecting visibility or safety, therefore it may be considered an authorised parking space.
<p>2. <i>Thank you for your letter regarding the double yellow lines finally being laid at Station Road Crossgates, Scarborough, I'm sure this will address the safety aspect and unblock the ends of the road in order for emergency vehicles to be able to have access and also deliveries to be completed so many thanks for that.</i></p> <p><i>My concern about you requesting there are no cones put out by residents is that it is going to have a dramatic impact for us in the houses 1-9 who do not have driveways.</i></p> <p><i>Some of us are carers for elderly relatives and have to return from work during the day to check on loved ones, give them lunch, let dogs out etc. I myself while working in the community with mental health patients have had the need to call home to use the toilet and had to pay to use the railway car park (as it always has spaces since the charge was installed), and there was no chance of getting anywhere near the house.</i></p> <p><i>The issue commuters park from early morning when we have left for work and leave their cars there until late at night and often for days on end, so we cannot get anywhere near our homes. I have carried my grandchild in a car seat and had to return to my car twice to unload from a quarter of a mile away. I do not expect to automatically be able to park outside my home and I'm not averse to a walk but with small children and shopping to not be</i></p>	<p>Comments in support noted</p> <ul style="list-style-type: none"> Unless a parking suspension is in place, residents have no legal authority to reserve parking outside their property or to prevent other highway users from using a location. Although we sympathise with the resident's situation we are unable to make exceptions for individuals. We have not received any comments since the end of January 2020, indicating that this is still a concern; this could be due to the impacts of Covid-19 and the fall in popularity of Seamer Station. Due to the size and scope required, the County Council does not currently have the funds to implement a Controlled Parking Zone scheme.

	<p><i>able to get remotely close is a nightmare for those of us without drives.</i></p> <p><i>Could I request that a parking permit (even if there is a charge) be made available for residents between 1-9 who do not have a driveway to enable us to overcome these issues. We have tolerated this for so long now and to finally have it made safe but to not ever be able to get anywhere near our homes seems a punitive way of addressing the problem.</i></p> <p><i>Thank you for the opportunity to contact you.</i></p>	
3.	<p><i>I absolutely appreciate that I should not expect to park right outside my house all the time and I have no legal right to this, however it is clear that with the restrictions now in place, there will be absolutely nowhere to park on the street.</i></p> <p><i>By 7.45 this morning the street was full with commuter cars and nowhere for residents to park at all. This prevents family and friends visiting, along with trades people and other essential people accessing the street to carry out work in our homes.</i></p> <p><i>I do really thank you for the actions taken so far, it has genuinely helped with safety in the street especially around the top end where you can now see clearly around the corner.</i></p> <p><i>I do hope we can work together to further resolve with this continuing issue.</i></p>	<p>Comments in support noted</p> <ul style="list-style-type: none"> • Unless a parking suspension is in place, residents have no legal authority to reserve parking outside their property or to prevent other highway users from using a location. • We have not received any comments since the end of January 2020, indicating that this is still a concern; this could be due to the impacts of Covid-19 and the fall in popularity of Seamer Station.
4.	<p><i>Many thanks for your letter dated 23rd January 2020 regarding the parking restrictions for Station Road Crossgates. The double yellow lining of the top of the bottom corner of the street is very much welcomed as it will significantly improve the safety of the road.</i></p> <p><i>However without implementing any residents parking restrictions, it is only going to increase the stress and pressure on the streets residents as we will have even less space to park. I understand the use of cones by residents is not ideal but there is a likelihood that they will be literal no where to park once the lines are in place as any space outside of the pay and display car park will be at a premium.</i></p> <p><i>Please can you acknowledge receipt of this email and thoughts around how the situation can be better resolved for the local residents who are being</i></p>	<p>Comments in support noted</p> <ul style="list-style-type: none"> • Due to the size and scope required, the County Council does not currently have the funds to implement a Controlled Parking Zone scheme. • The parking restrictions were implemented after the majority of residents agreed that placing double yellow lines in strategic locations would improve road safety. • At the community meeting, it became clear that not all local residents

	<p><i>increasingly frustrated by the apparent lack of consideration for us in any proposed plans.</i></p> <p><i>The residents are happy to make financial contributions towards permits, enabling the area outside of the properties to become residents only and the rest of the street is non-restricted parking for all visitors/rail users.</i></p> <p><i>I ask that the situation is further considered.</i></p>	<p>would be willing to contribute financially. Due to the size and scope of the scheme, it would need to cover many streets. At this present time, it is unlikely that this location would secure the necessary funding to create a new Controlled Parking Zone.</p>
5.	<p><i>Thank you very much for your reply and the information you have provided, I will certainly pass it on to any other concerned residents. It was such good news and is already making a very big difference just with having the cones there in driving up and down Station Road.</i></p>	<p>Comments in support noted</p>
<p>Comment made my Statutory Consultees.</p>		
6.	<p><i>No comments received.</i></p>	

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	Following an 18-month Experimental Traffic Regulation Order, implement permanent parking restrictions as per the original proposals in Appendix B.		
Officer(s) carrying out screening	Lindsey Walters		
What are you proposing to do?	Seal the order to give permanent effect to the existing Experimental Order for the location identified in Appendix B.		
Why are you proposing this? What are the desired outcomes?	To maintain the current improvement in pedestrian and vehicle safety by retaining parking regulations and reducing parking congestion. At the bottom of the road, double yellow lines were introduced. To allow vehicles to turn around and wait for a short period of time. To improve visibility and safety for motorists and pedestrians entering and exiting the road, double yellow lines were also installed at the road's entrance and around bends.		
Does the proposal involve a significant commitment or removal of resources? Please give details.	The only remaining cost, advised by legal, is the sealing of the order.		
Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic 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 <u>Equality rep</u> 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 inequalities/probable impacts (e.g. disabled people's access to public transport)? Please give details.	No.		
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.		
Decision (Please tick one option)	EIA not relevant or proportionate:	✓	Continue to full EIA:
Reason for decision	People with protected qualities should not be adversely affected by the proposal, and there has been no evidence to suggest the experimental order has had any negative consequences during the 18-month trial. The project is being proposed to improve pedestrian and vehicle safety by introducing parking regulations and reducing parking congestion.		
Signed (Assistant Director or equivalent):	Barrie Mason		
Date:	12/07/2021		

Appendix D - 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 the summary section of the form below.

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

Title of proposal	Station Road, Crossgates – Experimental TRO
Brief description of the proposal	Seal the order to make permanent the parking restrictions in the areas identified in Appendix B.
Directorate	BES
Service area	Highways & Transportation
Lead officer	Lindsey Walters
Names and roles of other people involved in carrying out the impact assessment	Lindsey Walters – Project Engineer
Date impact assessment started	25/05/2021

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.

Options are limited to achieve the parking restrictions required, as the requirements of the Traffic Signs Regulations and General Direction have to be met. However, the solution involves making no further changes to the road marking which already exist.

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

Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.

Apart from the usual maintenance cost of repainting road markings when they become worn, there will be no significant ongoing cost to council budgets.

How will this proposal impact on the environment?		Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none">• Changes over and above business as usual• Evidence or measurement of the effect• Figures for CO₂e• Links to relevant documents	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
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.							
Minimise greenhouse gas	Emissions from travel	x			Less traffic on the street due to reduction of parking and time		

How will this proposal impact on the environment?		Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> Changes over and above business as usual Evidence or measurement of the effect Figures for CO₂e Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.					stuck in traffic due to lack of give and take and turning areas.		
	Emissions from construction		X		Parking restrictions enforced with yellow lining instead of installing physical barriers		
	Emissions from running of buildings		X				
	Other						
Minimise waste : Reduce, reuse, recycle and compost e.g. reducing the use of single-use plastic			X				
Reduce water consumption			X				

How will this proposal impact on the environment? 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.	Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of the effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Minimise pollution (including air, land, water, light and noise)	x			Less traffic on the street due to reduction of parking and time stuck in traffic due to lack of give and take and turning areas.		
Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		x				
Enhance conservation and wildlife		x				
Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape		x				

How will this proposal impact on the environment? 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.	Positive impact (Place a X in the box below where relevant)	No impact (Place a X in the box below where relevant)	Negative impact (Place a X in the box below where relevant)	Explain why will it have this effect and over what timescale? Where possible/relevant please include: <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of the effect • Figures for CO₂e • Links to relevant documents 	Explain how you plan to mitigate any negative impacts.	Explain how you plan to improve any positive outcomes as far as possible.
Other (please state below)		x				

<p>Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.</p> <p>There are no physical works proposed.</p>

<p>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.</p> <p>The restriction has a small positive impact on reducing emissions in the residential area as well as access providing safe passage to pedestrians.</p>

Sign off section

This climate change impact assessment was completed by:

Name	Lindsey Walters
Job title	Project Engineer
Service area	BES
Directorate	Highways & Transportation
Signature	
Completion date	25/05/2021

Authorised by relevant Assistant Director (signature):

Date: